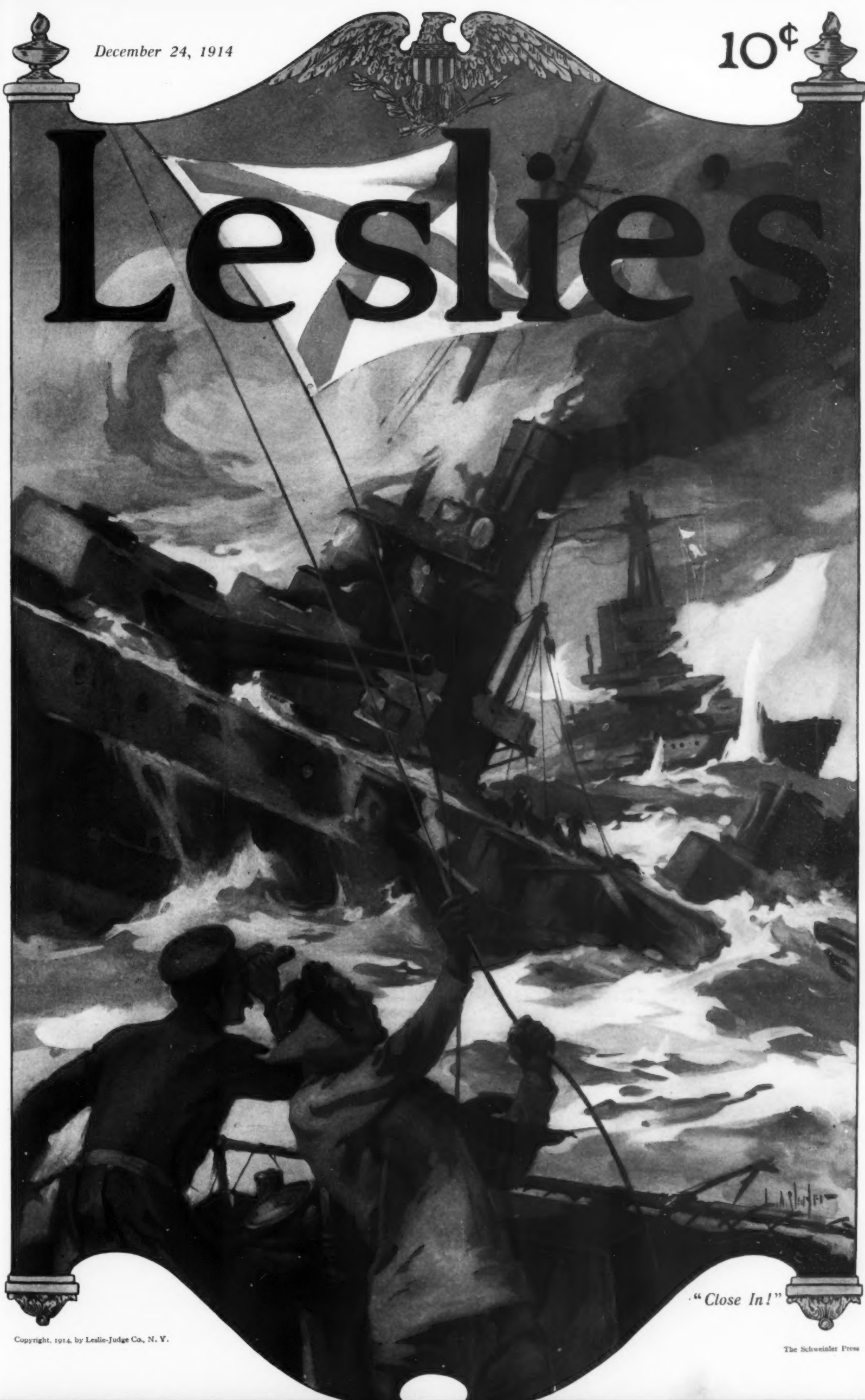


December 24, 1914

10¢

Leslie's



"Close In!"

Christmas Joys of the Enlisted Men

Photos by Brown Bros.



REMEMBERING A LIGHTSHIP CREW AT XMAS

Life on a lightship is a pretty solitary thing. The only break in the monotony is a greeting from a passing vessel, the arrival of the mail, and the holiday season. Sometimes it is weeks, even months, between visits to land. Our picture shows the crew of Barrow Deep Lightship in St. George's Channel, off the southeast coast of Ireland, receiving Christmas food brought to them by H. M. S. *Vulture*. The crew of an English light vessel, as a rule, numbers eleven men, three of whom, with the master or mate, have shore leave in rotation. The cost of maintaining one of these light vessels of the ordinary type in use in the United Kingdom is between six and seven thousand dollars a year.



UNCLE SAM'S SAILORS ENJOY A CHRISTMAS DINNER

Even though longings for home and loved ones may fill many of the hearts of the boys in blue at the holiday season, still as a whole they are a jolly crowd. Christmas boxes, filled with home-made goodies, as well as other gifts, help to make the day cheerful. Uncle Sam observes the holiday as best he can by giving his soldiers and sailors a royal good dinner, with even a dainty menu card to distinguish the day of days. Christmas is made pleasurable in many other ways. The large ships carry bands and concerts are sometimes given. Among members of the crews are talented singers and musicians, and on holidays they often treat their comrades to admirable concerts to the accompaniment of several stringed instruments.



TOMMY ATKINS AS DECORATOR

A number of the soldiers of the King of England, now fighting desperately in the frozen fields of France, making Christmas tree ornaments and decorations for the noted Wellington Barracks. They are almost as adept at this kind of work as they are at handling a gun or mounting a field piece. Their Christmas this year will be very different from that shown above.

BLUE JACKETS OF OUR LAND MAKING MERRY

The holiday spirit invests all with a love of fun, and athletic games are enjoyed, the mascots are decorated and occasionally a favorite among the men comes in for his share of the trimming. The men away from home in the Army and Navy are not altogether to be pitied, at the holiday season, for life on shipboard is not as monotonous as many believe. Amusements and pastimes are of such varied character that it is difficult to enumerate them all.



CHRISTMAS WITH ENGLAND'S CRACK REGIMENT

The chef of the Coldstream Guards, stationed at Wellington Barracks, carving a Christmas dinner for the members of one of England's oldest regiments. This splendid regiment, which has seen service in every British campaign of any magnitude since its organization in 1669, forms part of the Royal Household Brigade, and its officers include many titled and illustrious men, who are now in active service in France.



Free for the Asking

The object of this Department is to help our readers solve their Motor troubles.

If you **contemplate** the **purchase** of any motor-driven vehicle or boat, but are in doubt as to what particular type is best suited to your needs, we will give you **unbiased** information that may help you solve the problem.

MOTOR DEPARTMENT LESLIE'S WEEKLY
225 Fifth Avenue New York

Gentlemen:

I am considering the purchase of a

(Give name of make if you have any preference or the price you want to pay.)

Motor Car

Motor Cycle

Motor Boat

Please help me in its selection and give me, free of charge, the following information:

Name

Address

If your interest is centered in a Motor Car, Cycle or Boat; whether your problem relates to Motor Operation or Routes, our Motor Department is at your service.

Fill out this coupon and mail immediately.

MOTOR DEPARTMENT LESLIE'S WEEKLY
225 Fifth Avenue New York City

Gentlemen:

I own a
(Give maker's name and year of model.)

Motor Car

Motor Cycle

Motor Boat

Please send me free of charge the following information: Best Touring Routes*

From

to

Accessories

Selection or care of tires

Repairs (Give nature of Trouble)

Name

Address

*Maps will be furnished as supplements to replies when necessary. The inquirer may consult and take notes from the map, returning same without the slightest obligation; or if the map is voluntarily kept, its nominal price may be remitted to the publisher.

Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXIX

Thursday, December 24, 1914

No. 3094

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CHANGE IN ADDRESS. Subscriber's old address as well as the new must be sent in with request for the change. Also give the numbers appearing on the right hand side of the address on the wrapper.

It takes from ten days to two weeks to make a change.

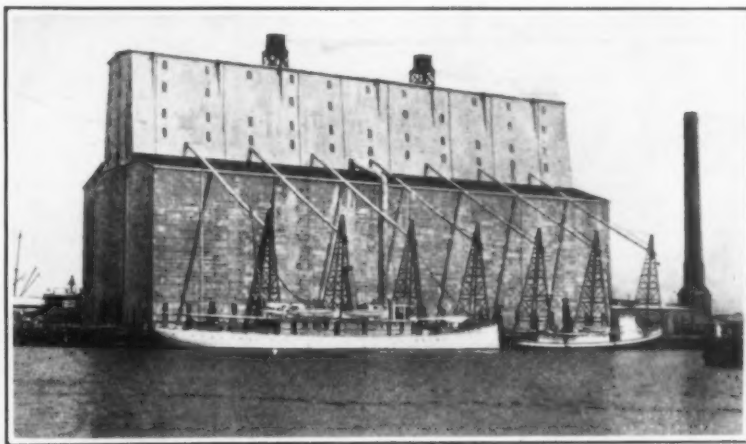
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Contributors are requested to state—1. Whether such photographs have been previously published. 2. Whether they have been sent to any other paper. 3. Whether or not they are copyrighted. If no copyright appears on them the legal assumption is that there is no liability on our part for their use.

The Editor is always ready to consider short stories or articles, which should be typewritten on one side of the sheet only, and should not exceed 3,000 words.

A Great Southern Grain Exporting Point



HERE is shown one of the many huge elevators at Galveston, Texas, in which immense quantities of grain are stored every year for shipment to home and foreign ports. This structure, known as Elevator A, has a capacity of 1,750,000 bushels, and can load a ship at the rate of 70,000 bushels an hour. In the three months of August, September and October last over 5,500,000 bushels were put through this elevator alone. The other elevators did a proportionally large business. Galveston is a flourishing city, with important railroad connections and over sixty lines of steamships plying between it and foreign and domestic ports. It is the distributing point for large areas of cotton and grain lands. It has a magnificent harbor. It claims to ship more cotton than any other United States port and that it is second in the list of United States ports in grand total of exports and imports. It also has many industrial establishments. Like a number of other ports in the South, Galveston is benefitting greatly from the steady growth and general prosperity of that section. It and the other Southern ports on the gulf anticipate a large increase of traffic as a result of the opening of the Panama Canal.

No part of the Union has in late years prospered so wonderfully as the South and no other section has brighter prospects before it. The European war caused a temporary setback for the cotton growing States, but this is certain to be overcome, and by resorting to diversified agriculture these States are bound to prosper as never before. The South's manufacturing industries are yearly growing more important, and it is likely to secure its own share of the trade with Central and South America which the European countries have lost since the great war began.

In answering advertisements please mention "Leslie's Weekly"

Ⓔ

WE are prepared to establish in the public mind the identity of your product with the want or wants which it satisfies—and perhaps that isn't a bad definition of the business of advertising.

It calls for two qualities: Constructive Imagination and Analytical Ability. They make a great team.

Constructive Imagination is the leader—forever darting ahead into unexplored fields, seeing new ways of utilizing old products, visioning complete lay-outs after the first interview, coining happy phrases as if by inspiration.

But Constructive Imagination needs the balancing influence of Analytical Ability, raising the finger of caution, delving deep. When Imagination says, "Let's make a big splash!" Analytical Ability whispers, "How's your distribution?" Those first flashes are indispensable and so are the checks upon them. If there is a germ of merit, Analytical Ability will dig it out.

The rest of advertising is mechanics, technique, detail—vital, but not uncommon.

Is your business organization losing its sense of wonder about your product? Is your product a wonder? We can see its wonder, but we won't forget that a successful plan must be wonderfully practical.

We have made a booklet called "SLANTS." It may give you some new angles on advertising. May we send it?

Berrien-Durstine

Incorporated

Advertising

42 Broadway New York City

THIS YEAR CHRISTMAS



UNDERWOOD & UNDERWOOD

GERMANS WHO WILL SPEND CHRISTMAS IN FRANCE

Shelters constructed along the Aisne, where the Kaiser's forces are holding hard-won French territory. At present it appears that little change in the positions of the contending armies is likely before spring. Then, it is said, the Allies will be able to put 3,000,000 new troops into the conflict.



PENNINGTON

JAPAN'S HOLIDAY IN CELEBRATION OF VICTORY

Japan does not celebrate Christmas, but when the news of the capture of Tsing-tao came the whole nation indulged in a holiday. The photograph shows a street scene in Tokio while the celebration was in progress. Japan may decide to keep the captured German province of Kiao-chau. Baron Kato, foreign minister, recently declared to the Japanese parliament that the nation was not pledged to restore the colony to China.



JAMES H. D. E.

UNLOADING CHRISTMAS GIFTS AT PLYMOUTH

The U. S. collier *Jason* carried a full cargo of Christmas gifts to the destitute children of the warring nations, donated by the people of this country. She first touched at Plymouth, where the cargo destined for Great Britain was unloaded. The English gave the ship an enthusiastic welcome. She proceeded to Havre where the French consignment was unloaded. The German allotment was sent by way of Rotterdam and the Austrian through Italy. Belgium was not forgotten, either.



RUBIN

RUSSIAN PRISONERS IN GERMANY

On the first of December Germany was holding about 600,000 prisoners of war. These men are likely to remain prisoners for a long time to come, since it would seem poor tactics for the Allies, with the great advantage they have in men and supplies, to agree to an exchange. Few of these men have been able to communicate with their homes. They are carried on the rolls of their own armies as "missing."



RUBIN

PRESENTS FOR GERMANS AT THE FRONT

The soldiers who are fighting Germany's battles are not going to be forgotten this Christmas. The whole empire has been making things to send them, and every man that can be reached will get some token from the people at home. The photograph shows a consignment of packages being prepared for shipment to East Prussia. The Germans make much of the Christmas holidays.

AS FINDS A WORLD AT WAR



A SAD CHRISTMAS FOR THESE POOR CHILDREN

The German Evangelical Confederation of Women, of Berlin, has been feeding 600 children who are destitute because their fathers are at the front. The photograph shows a few of them at dinner. It was for such unfortunate children that the United States loaded the Santa Claus ship *Jason* with Christmas presents.



THERE WILL BE LITTLE CHRISTMAS CHEER HERE

We have heard a great deal of the destruction by war in France and Belgium, but little of conditions in East Prussia and Russia. This photograph shows that war is just as terrible there as elsewhere. It pictures the ruins of Ortelburg, East Prussia, after the Russians had finished with it.



BREAKING ICE IN RUSSIA'S FAR NORTH PORT

Several months ago the Russian government bought the Canadian ice breaking steamship *Earl Grey*, for the purpose of keeping the harbor of Archangel open during the winter. Archangel is on the Arctic Ocean, and is the only port of European Russia that is not blockaded. Germany dominates the Baltic sea and Turkey the Black Sea, on which the Russian ports are situated, so that Archangel affords the only practicable water route by which supplies can be received in the empire. The *Earl Grey* was built to carry the mails between Prince Edward Island and Nova Scotia, at a cost of \$515,000. She is 279 feet long and can crush ice 15 feet thick. She operates by pumping water into her stern until the bow is high in the water. She then pushes half way upon the ice, and the water is expelled, causing the bow to sink. If she succeeds in keeping the Archangel harbor open this winter she will be of inestimable service to Russia. For centuries it has been the ambition of Russia to have a port that was free of ice the year through. If the Allies win the present war the czar will probably claim Constantinople, which would be of the greatest benefit to his empire.



HOW WOULD YOU LIKE TO SPEND CHRISTMAS DAY HERE?

Belgian and British soldiers finding temporary shelter in a ditch in Flanders. A part of the British Colonial Horse was attached to what was left of the Third Belgian Lancers, and the men fraternized despite the fact that they did not speak each other's language. Between 2,000,000 and 3,000,000 men will spend Christmas along the battle front in France and Belgium. The suggestion of the Pope that a truce be declared during Christmas week did not meet with a favorable reception except in Germany.

Leslie's Illustrated Weekly Newspaper

New York, December 24, 1914

EDITORIAL

Let the Thinking People Rule!

Forward All!

A MAN stepping across the street recently looked behind him for a moment, was run into by an automobile and instantly killed. If he had looked forward his life would have been spared.

The world is too much given to looking backward. It is well to remember, and to profit by, experience, but it is better to look forward to the promises of the future than backward to the mistakes of the past.

Keep your eyes to the front. Forget the wrongs you have suffered. Do not harbor ill-will. "An eye for an eye and a tooth for a tooth" was written first. Later came the wiser utterance, "Vengeance is mine, I will repay, saith the Lord."

Forget the tears, the sobs, the heartbreakings over partings from those who are no more. Let the dead past bury its dead. "Lift up your eyes unto the hills, whence cometh your help." Forget the hardships, the heart pangs, the unkindly acts, the unsympathetic words.

Come out of the shadows into the sunlight of God's infinite love and mercy. When we all do this we shall have a socialism that will be sociable, helpful, uplifting and enduring.

Wrongs have been done by persons, by corporations, by railroads, by everyone. You, yourself, who read these lines, have not always been right. Who has been without a guilty conscience? But the righting of wrongs has been going on since the world began. It is proceeding still, day by day.

As with men and women so with the organized forces of capital that represents industries and railroads and all the great activities of life. We have set them right, now let us leave them alone under the new laws of regulation and supervision.

Statesmen are turning their faces forward while demagogues are looking backward. Which of the two will accomplish the more for the world's good and the prosperity of all the people?

Let the thinking people decide!

The Late Rear-Admiral Mahan

THE recent death of Rear-Admiral Alfred T. Mahan, U. S. N. (retired), the world's leading writer on naval subjects, was an event especially to be lamented by our readers. The admiral had consented to supply LESLIE's with a series of naval articles commenting on the progress of the great war in Europe. In August last his striking contribution of this nature, entitled: "Sea Power in the Present European War," was printed in these columns. The admiral's activity as a writer was suddenly cut short by President Wilson, who, enforcing the rules of neutrality, interdicted expressions of opinion concerning the conflict by army and navy officers. This was doubtless a prudent move from the government standpoint, but it deprived the two million readers of LESLIE's of the most illuminating analyses of certain phases of the war that are likely to be written in this generation.

The admiral ceased to write for publication, but in letters to his friends he gave free utterance to his views. In his last letter, dated October 14th, sent by him to an old friend in London, the admiral quoted from his last article in LESLIE's. We have sought to make our staff of war contributors the most notable of all. To this end we enlisted the services of Admiral Mahan. James H. Hare, the world's most noted war photographer, is still covering important features of the war, while our exclusive arrangement with a prominent London illustrated daily and weekly, for the use of all its illustrations gives us the benefit of an unexcelled corps in the field of special artists and correspondents. The German side of the struggle will be presented in the correspondence and photos of our capable special representative, Fritz Wagner, now in Germany for that express purpose.

The Railroads and Prosperity

IF the railroads are assured of fairer treatment all around, everything will immediately look brighter. More people will "buy a bale" of cotton, more mills will resume operations and the stock exchange—the great and essential market for securities—will be able to open much sooner. This is a national question, the most pressing question before the nation. After the first decision refusing the 5 per cent. increase, President Underwood of the Erie Railroad declared that the Interstate Commerce Commission had looked at the amount which the railroads would gain by the increase and not at what the country would gain. With conditions rendered more acute by the European war, the Commission must con-

What's the Matter with Business?

By JAMES J. HILL

THE President of the United States, whose life, spent in study and investigation, qualifies him as an observer of current events, has recently manifested a desire to aid the business of the country to regain some of its former vigor. If others in public life will aim to give the whole country a chance to adjust itself, and an opportunity to test the new and manifold conditions imposed by recent legislation, the whole country will, with new hope and increasing confidence, step rapidly forward toward the sunshine of commercial peace and national prosperity greater than it has ever known. The business interests of the country as a whole have been under fire for more than ten years. That attack has steadily increased in violence and decreased in discrimination.

sider the rate advance in its effect not only on the railroads themselves, but upon every other industry, the welfare of every citizen and the prosperity of the whole country.

In postponing the date for rehearing until October 19th the Commission showed, however, that it had not properly sensed the situation. The railroads should have been heard as soon as their new request was made, and the Commission should have been in a position to render a decision immediately. In one form or another this matter has been before it for more than four years. Every month the Commission gets reports from the railroads under a system imposed upon the railroads by the Commission itself. The order to allow the rehearing ought really to have been an order to permit the advance, for the Commission already had the facts before it. The former appeal of the railroads was instituted in May, 1913, but not until November of the same year did the Commission begin to take testimony. It ceased taking testimony in March, 1914, but not until July 29th last was judgment given. One would look far to find any other deliberative body thus fiddling time away when time was most vital to the interest of the parties.

Our railroads are the cheapest carriers in the world, and the proposed rate increase would not appreciably increase the cost of living. The price of a 2c postage stamp is not much to pay for hauling 4½ tons of freight a mile, but that is all the Norfolk and Western Railway has been charging over its 2,000 miles of line. Few people realize how little a 5 per cent. increase would add to the cost of commodities, while affording necessary relief to the railroads. For example, the increased rate between New York and Chicago would mean on a barrel of flour 2½ cents; on a bushel of potatoes, 1c; while the 2-2½ cents which the railroads get for carrying a pair of shoes from Boston to Chicago would still be considerably under 3c a pair after the rate increase, a not very big item on a \$4 pair of shoes. The Interstate Commerce Commissioners should be awakened to the fact that they have been trifling with a great industry, upon whose relief the country's future prosperity mainly depends.

The Plain Truth

QUERY! Is it true, as printed, that "one member of the Cabinet is known to be weary of the backing and filling with regard to Mexico, though he remains absolutely loyal to the President's program, which is one of absolute inaction?" The turmoil in Mexico bids fair to drag us into unpleasant complications with some of the foreign powers that have heavy financial interests in Mexico. These interests have suffered severely during the battle of the bandits which followed our failure to recognize President Huerta after all the other great powers had accepted him as the constitutional ruler of the Mexican people. No one questions the sincerity of the President's purpose in establishing a policy of "watchful waiting," but the withdrawal of our troops from Vera Cruz leaves the situation worse than ever. The absence of a word about the Mexican situation in the President's recent message to Congress was the subject of comment.

BUSINESS! Just when the whole country was congratulating itself on the report that cotton shipments abroad were being resumed and that many millions' worth of shoes, clothing, horses, and food was being ordered in this country by belligerent nations, come advices from Washington that the \$50,000,000 contracts of the Bethlehem Steel Company for arms, ammunition and submarines must be cancelled. At the same time, Senator Hitchcock of Nebraska demands a radical extension of our neutrality laws so as to forbid the shipments of arms and ammunition to Europe. Why not suppress shipments of food and clothing? Cut off these supplies and the war will end. Isn't it the business of the belligerents themselves to

keep out contraband goods? That is what the North tried to do during the war between the States while all of Europe was sending cargoes of arms, ammunition and supplies to the blockaded ports of the South.

WAR! The Colorado miners' strike is ended. The few hundred strikers will return to work by order of the labor leaders. Ten thousand miners, unaffected by the strike, have been working peacefully, but all have suffered by the civil strife which has raged in the State of Colorado for over a year. It has cost over sixty lives and over \$8,000,000 in money, of which the coal companies bore the burden of \$4,000,000, the State of Colorado \$1,000,000, and the United Mine Workers \$3,000,000. The striking coal miners in Ohio are making such heavy demands upon the United Mine Workers' Union, that the latter was anxious to have peace in Colorado. But what has been gained by the strike now that it is ended where it began? The question at issue in Colorado was one of principle. It involved the right that men have had for all time and that they always will have, to sell their labor in a free market. Labor is the capital of the employee. He should have a right to sell it as freely as the employer has to sell his.

PEACE! Senator Lodge and Representative Gardner believe in the old adage, "In time of peace, prepare for war." No one denies that the United States is unprepared to maintain the Monroe Doctrine should any nation care to dispute it. It holds a singularly influential position between the contending forces in Europe. While they are battling for commercial advantage, the United States stands for the obligation of nations to govern their relations with each other from the standpoint of humanity and civilization. We do not need a vast army for defensive or offensive operations, nor, it might be said, do we need a great navy, but we have a navy of the first rank with an army so small that it hardly meets the requirements of a police force. President Wilson deems it unwise at this time to investigate our unpreparedness for war, but is it not a fact, as President Samuel W. Fairchild, of the New York Union League Club, puts it, that "If we are so weak that our statesmen fear to have it disclosed, because it will hurt us abroad, now is the time to disclose that fact?"

SCURRILOUS! A statement was printed that President Carranza of Mexico gave \$75,000 to two United States Senators to insure the evacuation of Vera Cruz by the United States troops, whereupon Senator Robinson of Arkansas, offered a resolution for an investigation of the report. Mr. Gallinger, of New Hampshire, objected on the ground that it would give to "an irresponsible and scurrilous rumor" an importance it would not otherwise have and the resolution went over. Isn't it time that Congress called a halt on the investigation of every muckraking, yellow journal rumor? David Lamar, "the wolf of Wall Street," recently convicted of having impersonated a Congressman and sentenced to two years in the penitentiary, inspired an investigation of the Steel Trust in Congress by circulating rumors at Washington regarding that great corporation. The odious Mulhall investigation took a lot of time and only resulted in the disclosure that Mulhall was a faker and a liar. The people are sick of the whole muckraking, trust-busting, railroad-smashing crowd. They want Congress to get through with its legitimate business and adjourn. They want no extra session. The voice of the people was heard at the polls recently. Its echoes have not died away.

SURPRISED! The surprise of the November election was the sweeping Republican triumph in New York involving not only a complete change in the State government, but also the election of a Republican Senator and a two-thirds control of the Constitutional Convention. Little has been heard about the modest young man, Mr. Frederick C. Tanner, who, stepping from the unknown, reluctantly accepted the Chairmanship of the Republican State Committee, left vacant by the retirement of Mr. Barnes. So skillfully did Mr. Tanner plan the campaign for Mr. Whitman that few realized its strategic strength until after the votes had been counted. It is not surprising that Governor-elect Whitman was glad to offer Mr. Tanner the district-attorneyship of New York, which the Governor is to vacate, and it is in every way creditable to Mr. Tanner's unselfishness that he announced that he was not a candidate for any appointment but preferred to continue in the practice of law. We trust that this does not mean his retirement from the State Chairmanship. True leadership is indicated by one's ability to recover lost ground. Since the death of the late Senator Platt, every department of the State Government of New York had been lost to the Republican Party. Its overwhelming success at the recent election, under Mr. Tanner's leadership, was an achievement of the highest promise which the Republican Party will not forget.

The Fighting Men of Many Lands



BELGIANS SHOWING MARKS OF BATTLE

These men have been fighting, and after being worsted are on their way to fight again in that wonderful struggle that has won the admiration of the world.



FRENCH INFANTRY READY TO FIRE

Their fingers are closing on the triggers, as the enemy appears. The French infantry has given a good account of itself and the artillery is said to be better than the German.



GERMAN SOLDIERS PREPARING DINNER

Where the elaborate field kitchens are not available the men cook their own food in a simple but effective camp outfit. They are abundantly fed.



THEY BID US GO

British recruits being taught to march. England has nearly a million men in training and a quarter of a million at the front.



JAPANESE COMING HOME FROM TSING-TAO

This photograph was made in a hospital train in Japan. The wounded were brought in ships to the most convenient port, and there transferred to trains.

The Great Gods They

By KENNETH PROCTOR LITTAUER

THE word has gone from our rulers. The lips of our Princes and Lords
Have sounded the challenge of Nations and bidden to battle our hordes.
And we, at the sound of Their voices, have come in our ignorant might,
To fight for we never shall know just what. Only—They bade us fight!

We have left the homes of our building, in the lands our fathers knew;
We have left the hearths of our holding, and the hearts that warmed them through.
From the black peat bogs of Ireland to the streets of Tokio,
We are gone for we never shall know just what. Only—They bade us go!

From the wind-swept Steppes; from the Dekkan, where the hot-breathed monsoons bowl;
From the Balkan heights, from the German firs, from the flanks of the green Tyrol;
From the blighted vineyards of sunlit France, from the Big Woods of the West,
We have come to fight for we know not what. Only—They thought it best!

Our fingers close on the triggers; our spurs have sunk to the flanks;
The echoing hills have answered back the shock of our charging ranks.
Our bodies people the furrows; our souls consort with the dead;
But question Them for the why of it. Theirs was the voice that led!

We were content with our portions; we begged no leave to die;
They, yea, our Kings and our Captains, They guard the reasons why!
Now we are come to the slaughter; (We never sought what we do)
Come for we never shall know just what. Only—They told us to!



GERMAN AND AUSTRIAN OFFICERS IN EAST PRUSSIA

The Germans and Austrians have been giving the Russians a terrific fight, with varying fortunes, though in the second week of December the Russians were falling back to stronger positions.



COSSACKS RESPONDING TO THE CALL OF THE CZAR

These soldiers are the most famed of all the Russian fighting men. They hold their lands from the empire in consideration of their always being ready to go to war.

Scenes from the Land of the Czar

Photos by Korsakoff



PEASANT WOMEN BIDDING FAREWELL TO RESERVISTS

Russia's mobilization was slow as compared with that of Germany, but more rapid than foreign military critics had expected. The reserves, numbering several millions of men, have not all been called to the colors, even yet, although it is estimated that Russia has over 4,000,000 men under arms. The photograph shows reservists assembling at a small railway station. Their wives and sweethearts have come to bid them good-bye, bringing various articles of food and clothing as parting gifts. Now the Russians and Germans are fighting desperately in the rigorous winter of Poland and the Carpathian mountains. This struggle has been just as desperate and as important as that along the French border. December 10th reports indicated that the Russians had sustained a severe defeat in Poland.



WRITING LETTERS HOME

The Russian is a domestic creature, subject to homesickness, and if he is able to write he sends letters to his friends and family as frequently as opportunity offers. In the picture a group of soldiers are shown writing home under difficulties. When the history of this war comes to be written it will probably pay high tribute to the courage and faithfulness of the Russian common soldier. He is making a much better showing than he did in the war with Japan, because he is better led. While Russia is called the most aristocratic of nations, its army is said to be very democratic, the officer being considered as a sort of adoptive father by his men.



RESERVISTS RESPONDING TO THE CALL TO ARMS

The Russian troops are big men physically, capable of standing almost incredible hardships and of existing on rations that would be wholly inadequate for troops from western Europe. They are great tea drinkers. At the outbreak of the war the Czar forbade the sale of spirituous liquors in the military zone,

with such good results that the regulations have since been made more rigid. The reservists shown in the photograph are typical men from the towns. The peasants are mostly big, bearded fellows. The Russian army includes many races—Russians, Poles, Cossacks, Caucasians, and various tribes from Siberia.

The Kaiser's Fine Soldiers at Work

Photos by Leipziger Presse-Buro



THE CROWN PRINCE AT THE FRONT

Every part of the German battlelines, an aggregate of almost 600 miles, has been visited by the Crown Prince. He is shown in the photograph commending a soldier for bravery in action. He constantly mingles with the officers, and is said to have shown great military ability. The army has been his hobby since boyhood. It is generally admitted that the German military organization is the most perfect that the world has ever known, and the individual units that compose it are not excelled by any other troops. It is the wonderful system on which everything is organized and which provides for all emergencies, however, that makes the great war machine so effective.



REFUGEES IN A CHURCH

The Germans have concentrated French citizens in the battle zones to prevent spying. The picture shows some peasants quartered in the church of Varvinay, near Toul. All the pictures on this page were passed by the German censors.



A MILITARY BLUFF

With a wine barrel and an old cart the Germans constructed what, at a distance, looked like a mortar. When it was masked with branches of trees, as shown in the picture, it would deceive an air scout viewing it from the height of 4,000 or 5,000 feet. As real batteries are always masked as completely as possible, this means of deception is usually effective, and the enemy wastes much time and ammunition in shooting at these "fake" batteries. While they are being demolished by shells a real battery, cleverly concealed nearby, is often returning the fire with deadly effect.



SIEGE GUNS IN ACTION UNDER COVER OF A FOREST

This picture shows two heavy German mortars firing on the French. The guns are elevated at a high angle so that the heavy projectiles fall almost vertically on the enemy's forts. Field guns are pointed in an almost horizontal position and have a flat trajectory. In the foreground of the picture are the shells for

the guns, each encased in a wicker basket. The effect of such shells is beyond description. Men have been received at the French hospitals, totally deaf or blind, without showing the slightest physical injury. Their senses had been paralyzed by the concussion from the exploding shells.

The English as an American Woman Sees Them

By RUTH KAUFFMAN

AN American doubts everything he sees in a newspaper until he has seen it in another paper; an Englishman believes in the truthfulness of the British press and in the complete justice of the political sheet that he and his grandfathers before him have read every morning at breakfast. I've come to the conclusion, in my constant association with the English since August fourth, that this unswerving loyalty should somehow be hitched up to Tennyson's:

Theirs not to reason why;
Theirs but to do and die.

Certainly there can be no question that an average Englishman is patriotic far in excess of an average American. It is not with the Englishman: "My country, right or wrong"; it is, instead: "My country right; it can't be wrong." So with the press.

"If the news is good, what difference does it make whether we hear it or not? If it's bad, we hear it soon



WOUNDED OFFICERS IN LONDON

Few families in England have escaped paying the toll of war, and those who have only wounded members are fortunate.

He was merely puzzled when I told him I was from Missouri. "Let's talk about spies," he compromised. "Now that's a thing on which there can surely be only one mind."

Since, for a long time, the local police had suspected myself and my husband, as they have elsewhere suspected most other Americans, of being spies, I agreed that there could be only one mind on that subject.

Spies are the relaxation of the British mind. They take thoughts away from the facts. If there were no spy-talk, the Englishman might be talking about Lord Kitchener or Admiral Jellicoe or even Winston

Churchill—anybody, in fact, except royalty.

"There were lights again last night at the top of Silpho" (Silpho is a deserted hill in the neighborhood), said my interlocutor. "This time there could be no mistake. They signalled red and yellow to a ship that answered. Everybody's looking out for a grey motor-car. Soldiers with ball-cartridges were dotted in the hedges all along Seamer-road. They stopped all motor-cars and made everybody account for himself. But they can't seem to get it."

"Did you see the lights?" I asked.

"I? Oh, no. If I had, I hope I should have had the presence of mind to go straight to Silpho and run them down."

I ran him down until he admitted that it was a boy sent to fetch sheep who saw the lights.

It's good sport, this hunting for spies. They're always just round the next turn in the road; they've always just left the village and gone in the other direction; you must



LAMED BY WALKING

Many Belgian women refugees when landed in England were unable to walk because of the blisters on their feet, due to the long distances they had walked to escape from the Germans.

have passed them as you came to the inn; that motor-car isn't owned by Britons; this motor-cycle which just whizzed by is hostile and the man who asked your neighbor the road to the sea spoke Yorkshire with a German accent. You never quite come up with them;

that's the best of the sport. And when you repeat the terrifying details of the latest case, you always end with the reassuring words:

"To be sure, this one may be only a tale."

You never see the spies yourself to know them or in time to be certain and give warning. But the postman sees them; the joiner's wife's sister sees them; Lord Pheasant's under kitchenmaid met one on the cliffs; the next village but one had the misfortune of entertaining two, unawares for an entire night; and the assistant station-master of your own village followed a man without a hat, who spoke with a foreign accent, and looked up at all the houses for a distance of three miles last Sunday, when the man eluded him skillfully. The German submarine that lies off Scarborough coast and can't be located by the British fleet, is fed oil by these spies and can thereby hang around for an indefinite period, gathering all sorts of information.

If the Censor would only tell the entire truth—if he would return, not quite to the careless blunders of confidence that he showed in the Boer War, but to a reasonable disclosure of what is actually happening, England would not now be off her head about spies. It all comes back to the censorship.

But uncomplaining as the English are about their censor, they are as quietly uncomplaining about something else, too. I asked an English friend to luncheon the other day.

"Wait another week," she begged. "I haven't the heart today. Yesterday we had news of three friends and a cousin who were killed. Today I have just heard that my brother is seriously wounded in France and a nephew, a splendid young fellow, is among the missing. I haven't the heart to come today, though I suppose I ought to try to forget. Wait another week."

The stupidity of believing that, since there is censorship, it cannot be wrong, that all tales of spies are, in essence,

(Continued on page 625)



HOW THE WOMEN KEEP BUSY

Works of mercy take the spare time of the English women of all classes. The picture shows nurses preparing Queen Mary's hospital to receive 200 wounded Belgians.

enough, anyhow," an Englishman argued when I complained of the censorship.

"But," I protested, "my American papers, which are sent me by slow boats, sometimes have told me the news a day ahead of your English papers. I knew about the landing of the Indian troops at Marseilles a day ahead of you, and I knew it from American papers printed a week before I got them. If I knew—how about the Germans? Is the censorship meant to keep the Germans in ignorance or to keep the English in ignorance?"

He smiled tolerantly, almost indulgently; it was the proper way to smile at a woman. I was certain that if I showed him the papers, he would not look at them. If I forced the date of their issue upon his notice, he would consider that a bit of Yankee bluff.

"I don't think anybody can really think our censorship anything but wise," he quietly insisted. "After all, it isn't your war. If it were your war, I'm sure you'd do much the same thing."

Story of One Belgian Woman Refugee

EDITOR'S NOTE:—The following extracts are from a letter written by a Belgian woman 72 years of age to her son in New York. Before the war she conducted a pension in Brussels and was in prosperous circumstances. Marcel is a 12-year-old grandson. Since this letter only a brief note has been received, stating that the writer was going to try to return to Brussels. This simple narrative of the hardships endured by this refined old lady forms an eloquent appeal to the charitable instincts of Americans. Seven million Belgians are on the verge of starvation. The task

of saving them must, necessarily, fall largely upon the United States. Generous as has been the response it is far from adequate. Immense supplies of food-stuffs are needed immediately and if they are delayed thousands of innocent women and children will die of starvation. Belgian Relief Offices are collecting funds in the principal cities of the United States. If any of our readers wish to contribute and there are no local facilities for handling their remittances, they may send them to LESLIE'S and we will at once forward them to the New York Relief Committee.

HEYST SUR MER, October 18th.

I HAVEN'T the least idea when or how you will receive this letter because there is no mail service and no more trains are running. We are now German, but be reassured they are behaving very well and one sees very little of them. When they began the bombardment of Antwerp, crowds of people streamed into the village from Antwerp, Malines and the suburbs of these towns. It is impossible to describe the impression one gets of such a spectacle—this endless procession of people loaded down with bundles—women and children. The hotel was crowded with refugees, among them a family of nine people, a grandmother of 81 years, a priest and an expectant mother, whose husband was in the army. After this, for two days we had the town full of wounded Belgian soldiers, then more refugees. The saddest sights you ever saw, but of the two, the refugees were the most pitiable. Last Monday there was a terrible panic when the announcement was made that the Germans were already at Ghent and were taking prisoners all the men between 16 and 40 years. The H— family, our friends here, must escape to France, England or Holland by some means or other, as Mr. H— and his son, who is 17, would be taken. That day the proprietress of the hotel told me that she was going to

leave the next day for Holland and I could not stay here any longer. All the hotels are closed and all the wounded soldiers are being sent to England.

On Tuesday, the 14th, we started for Ostend by train. As soon as we had found a room we went in search of dinner. There was not a scrap of food to be had in our hotel nor in the dozen different restaurants where we stopped. Fortunately, we had a little chocolate with us. The men set to work to find some bread and sausage. At about 8 o'clock they came back with some sausage and a loaf of hot raisin bread which, of course, was uneatable. We had to content ourselves with a loaf of black horse-bread. At 8 o'clock the next morning we all started out to look for breakfast. Fortunately, we had the raisin bread of the night before, and at last we found some coffee in a tiny restaurant. The people in the café promised to give us our dinner at one o'clock and then we started out again to try to get passage to England. While we were breakfasting a German aeroplane passed over the town. Dozens of shots were fired, but without result. The town was full of people carrying baggage and waiting for a chance to go to France or England. After dinner we learned it would be impossible to get any sort of passage for several days as all the boats were being used as transports for the soldiers. I

made up my mind then to go back to Heyst. In Ostend it was so difficult to find food. The Germans were coming there too and we could not keep on like this for several days. So Marcel and I took the train back, but at Vendyne we were stopped by Belgian soldiers. The Germans, it seemed, were at Bruges and they needed the cars in their retreat. So there we were left in the open fields with two valises. I saw two young civilians among the soldiers. They were making their escape, of course, so as not to be taken prisoners. I gave them each a franc and they agreed to carry the packages as far as Blankenberg. There we found some chocolate and after several hours, a train to take us to Heyst. Fortunately, the proprietress of our hotel had not left there when we arrived and she was very much surprised to see us. She was leaving to-morrow for Holland she said, but I decided to let to-morrow take care of itself. I talked with her and persuaded her to stay here. I told her that Holland was so crowded with refugees the people were sleeping on straw and that food was very scarce, and that here at least we could be comfortable. Yesterday there was a fresh panic—it sounded as if bombs were being exploded but it was only the Germans signaling. As I write this the German soldiers are passing under my windows. They look quite peaceable.

People Talked About



FAMOUS DANCER DOES HOSPITAL WORK

Lady Constance Stewart Richardson, the famous dancer, has left the stage for the time being, and is devoting herself to Red Cross work. Her husband, Captain Richardson, of the Black Watch, was wounded recently. Many English favorites of the stage have gone to the front, the men as soldiers and the women as nurses.



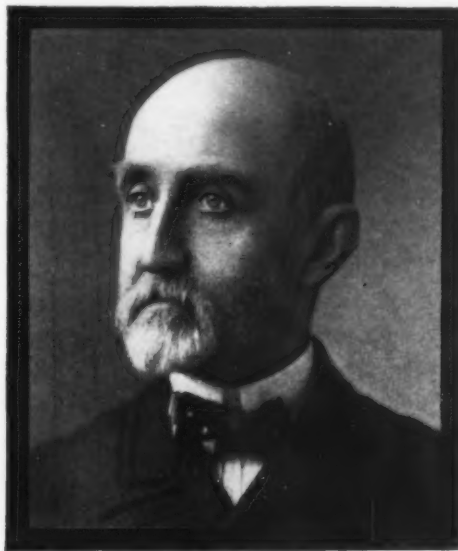
AN UNUSUAL PICTURE OF THE CZAR

This profile portrait of the Emperor of Russia gives him a very different appearance from those usually published. In this view he does not at all resemble his cousin, George V, of England. The Czar has recently been with his army in Poland.



A VICTIM OF BRITISH PREJUDICE

Sir Ernest Cassel, who, with Sir Edgar Speyer, was dismissed from the British Privy Council because of German parentage. They are two of the most prominent financiers in the United Kingdom. Sir Ernest was born in Germany, but is a naturalized British subject. Sir Edgar is an American, of German parentage. The anti-German spirit in England knows no bounds, and the whole nation is mad on the subject of German spies. A traveler who has just returned from Germany by way of London says that the Germans are keeping their heads much better than the British.



GREATEST WRITER ON NAVAL MATTERS DIES

Rear-Admiral Alfred T. Mahan, U. S. N., retired, died suddenly at Washington, December 1st, of heart disease. He was in his seventy-fourth year. He was recognized as the greatest of all writers on naval topics and had been a frequent contributor to LESLIE'S, in whose columns his last article appeared. The order of the President prohibiting army and navy officers from commenting on the war prevented further contributions, but his interest in the great conflict continued. The English papers, in commenting on his death, acknowledged that the British admiralty owed him a great debt for first clearly defining naval supremacy in his famous book, "The Influence of Sea Power on History." This work is also responsible for the German navy as it exists today.



THE IDOL OF THE GERMAN NAVY

Lieutenant Weddigen, who commands the German submarine U9, is the most popular man in the navy. His exploits in sinking four British cruisers will be long remembered. He has twice received the decoration of the Iron Cross. The activity of the German submarines is causing the British navy great anxiety. About three weeks ago a submarine appeared just off the breakwater at Havre, France, gave the crew of a merchant vessel 15 minutes to take to their boats, then sunk the ship with a torpedo. The submarine was several hundred miles from its nearest possible base.



HONORED BY FRANCE

Myron T. Herrick, until recently American Ambassador to France, returned to this country December 9th. President Poincaré conferred on him, by wireless, the Grand Cross of the Legion of Honor, with which he was decorated on ship-board December 8th, as a distinguished American.



A TRIPLE WEDDING IN TENNESSEE

The Misses Lucy, Maxie and Mary Denny, of Bluff City, Tenn., were the brides in a triple wedding on November 17th. They are shown with the bridegrooms in the picture. From left to right they are: Lucy Denny and Charles Worley, Maxie Denny and Wilbur Hammer and Mary Denny and Scott Patton.



QUEEN ALEXANDRA IS 70

The Queen Mother of England celebrated her 70th birthday on December 1. She is remarkably youthful in appearance, and recently remarked to Adelina Patti, "We are the two youngest women in England." She takes a deep interest in the war.

Pictorial Digest of the War



FRENCH WOMEN DEVOTE THEMSELVES TO THE WOUNDED

The organization known as "The Women of France," with an association in every city, town and village, devotes itself to the care of the wounded that come back in long trains from the front. The picture shows these noble women at the railroad station at Aubervilliers

preparing food for the wounded. Every city in France, outside of the fighting zone, has vast military hospitals. More women have volunteered as nurses than can be used. For details of this work read the striking article by Peter MacQueen on page 620 of this issue.

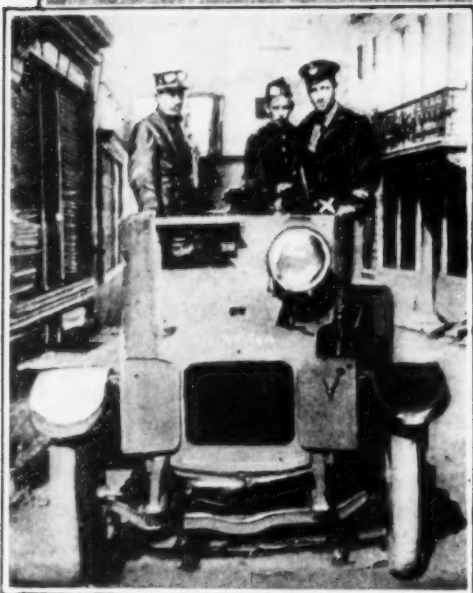


A scene photograph of Flanders, showing the ruins of a town. The German soldiers retain a corner of the country. They do their full share of fighting duty firing on the men. The m...



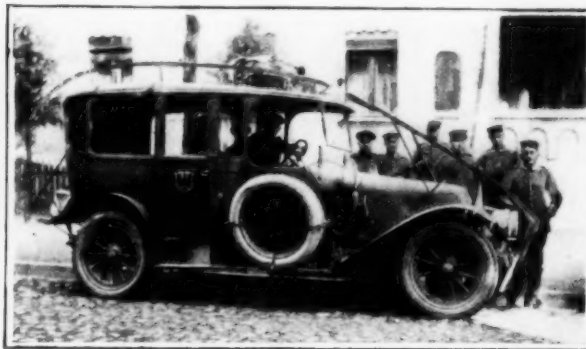
FRENCH TROOPS GOING INTO BATTLE

The old windmill in the background has been hit by a shell, and the men are being advanced in the direction of the enemy's batteries. The French soldiers have distinguished themselves in this war by their reckless daring. It is reported that France now has 600,000 men in training who have not as yet been ready for active duty. They will be thrown against the Germans when they are fully fit for service. The German recruits for 1915 were called to the service Dec. 15, and all classes heretofore exempt have been summoned also.



ENGLISH AVIATOR CAPTURED

The man indicated by a cross is Lieutenant Marix, of the Royal Flying Corps, who tried to blow up the Zeppelin hangars at Dusseldorf, Germany. He dropped his bombs and escaped, but near Rheims his motor balked and he was forced to descend within the German lines, where he was taken prisoner. He was photographed soon after his capture.

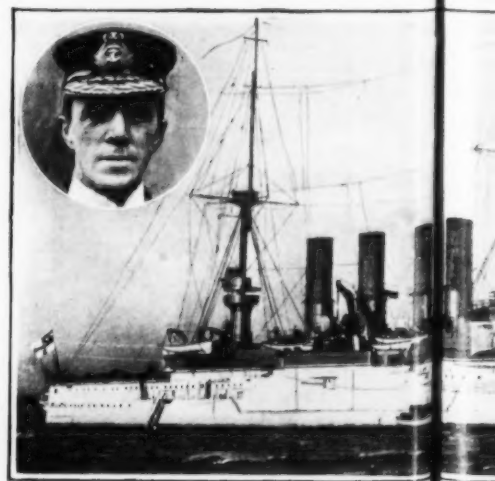


AN AUTO THAT CUTS BARBED WIRE OBSTACLES

This German military automobile is fitted up with a heavy steel guard that runs from in front of the radiator over the top of the car, as a protection against wire entanglements. If the car is driven against a wire the guard forces the wire up so that it does no damage. The guard is sharp on the upper edge and acts as a wire cutter also.



Major von Mehring, who was captured in the town of Orchies in Belgium, is shown with German soldiers. He is disfigured by having his ears shot off. The men in the house were immediately shot. The destruction of the town...



DESTRUCTION OF THE GERMAN FLEET

The German fleet under Admiral von Spee, that was destroyed in the Battle of Chile, November 1st, was met in the South Atlantic by the British fleet. The Scharnhorst (shown above) was captured and is now in a badly damaged condition. The insert to the left shows Admiral von Spee (photo copyright by Brown Bros.). The Karlsruhe is shown in the background, that now lies in the All...

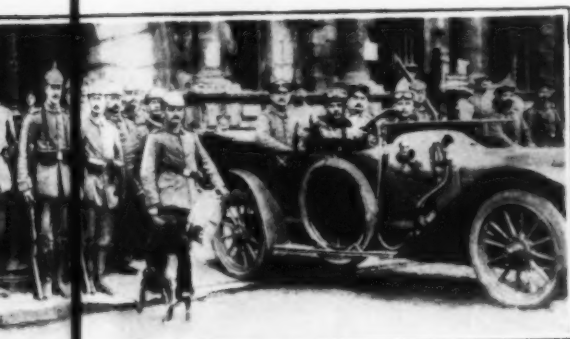
The World at War



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GERMAN SOLDIERS ON SKIRMISH DUTY

This photograph was taken in Flanders, where the Belgians continue to struggle desperately to hold their own. They have the assistance of the British and French, but still share the fighting. The photograph shows a small detachment on advance in the forest. The man in the foreground was killed a moment before the picture was taken.



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ORDERED THE DESTRUCTION OF A TOWN

Major von Mehring, commandant of Valenciennes, ordered the burning of the town in retaliation for cruelties alleged to have been perpetrated on wounded soldiers. It is reported that the Major, during an inspection, found soldiers who had been killed by having their ears cut off. He ordered the houses of Orchies searched, and all the houses in which articles that had belonged to German soldiers were found were shot. The destruction of the town followed. The Major is the man in the automobile indicated by the cross.



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THE GERMAN FLEET IN THE SOUTH ATLANTIC

It is reported that the British cruisers *Monmouth* and *Good Hope* off the coast of the Atlantic were sunk by the fleet under Admiral Sturdee, December 8th, and destroyed. The *Nürnberg*, *Leipzig* were sunk and the *Dresden* escaped to Punta Arenas. The *Admiral von Spee* and the *Admiral Sturdee*, and that to the right is Admiral von Spee. The *Karlsruhe* and converted merchant ships are the only German war vessels that now threaten the Allies' commerce.



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GERMAN SOLDIERS GIVING FOOD TO BELGIANS

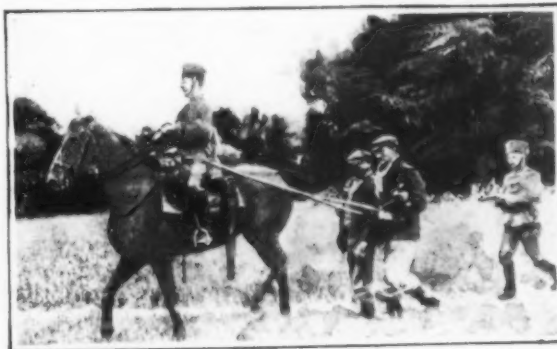
This picture was made in the streets of Antwerp. It is reported that in many cases the soldiers have shared their rations with destitute Belgians, and it is further alleged that the German government has extended some relief to the starving people, though not on a scale that is adequate to the situation. Conditions in Antwerp and Brussels are said to be bad but not desperate. In those cities food can be bought by those who have money, but so many are out of work that there is much poverty. In many of the smaller towns, however, there is no food for rich or poor. Shiploads of grain are being hurried from the United States, but the supply is never adequate.



Illustration by E. E. Evans

WHEN AUSTRIAN AND RUSSIAN MEET

This spirited drawing depicts an occurrence on October 2d, when the Russians fought desperately for possession of a pass in the Carpathian Mountains, which was successfully defended by Austrian and Hungarian troops. Winter has now set in throughout the Carpathians, making military operations difficult. Austria has sustained further reverses at the hands of the Servians, and it is expected that Roumania will soon declare war on her.



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GERMANS CAPTURING FRANC-TIREURS

Franc-tireurs are what United States soldiers call "snipers." They are citizens not under military organization who fire on the enemies of their country. The Germans accuse French and Belgians of such fighting. The photograph shows Hussars bringing in two French peasants caught with guns in their hands. They were executed immediately.



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GETTING THE TRUTH FROM A CHILD

German scouts in France inquiring their way from a small boy. The older people give false directions to mislead their enemies, so the scouts always try to make inquiries from children. Scouting is highly important work and calls for great skill and resource. It is not spying, since the scouts do their work in uniform, and are not liable to execution if captured.

The All-Southern Football Team

By "BILL" STREIT



ROBINSON



BARKER



JORDAN



TANDY



TAYLOR



SHULTZ



CARROLL

THE football season of 1914 in the South was characterized by most astonishing ups and downs. The football played, not only by the large university elevens but also the minor college teams, made the season one of the most successful since the rules were changed in 1905 and 1906. The South is divided into three divisions: The Southern Intercollegiate Association, the Southwestern Association and the South Atlantic Division. Therefore, to select a team which won the championship of the South is quite impossible, as the regular schedule of the teams included only a few games outside of each division.

The University of Tennessee and Auburn both made a strong claim for championship of the Southern Intercollegiate Association, while the University of Texas won the championship in the Southwestern Association, and in the South Atlantic Division Washington and Lee and the University of Virginia divided the honor, each winning all their games.

The task of selecting an All-Southern team from the representative teams of the South proved to be difficult on account of the keen competition among the players and general high-class performances. However here is my selection:

Ends.—Carroll, of Tennessee, looked to be the best end in the South by a wide margin. He handled the forward pass in wonderful shape, was very fast down the field and a good field kicker. Robinson, of Auburn, at the other end, was not as good as Carroll on passes, but was faster and equally good as a tackler, and his ability to diagnose plays sent toward his wing made him a most valuable asset to Auburn.

Tackles.—Shultz, of Washington and Lee, towered above the tackles in all departments. He is fast, heady, and wonderful at blocking kicks and breaking up forward passes. Barker, of Virginia, was placed at the other tackle. Barker was not a spectacular player but he was steady and played consistent high-class ball all the season.

Guards.—For guards we select Gordon, of University of Texas, and Taylor, of Auburn, both heavily built, weighing well over 200 pounds, both hard and fast chargers and brilliant on the defensive.

Center.—Petriz, of Georgetown, and Tandy, of University of North Carolina, were both great centers, but Tandy stood out as the best man on account of his wonderful defensive ability and valuable experience in handling the ball.

Quarterback.—Gooch, of Virginia, appeared to have the edge on Paddock, of Georgia, for quarter position. Gooch is small but shifty, heady, and a wonderful man at carrying the ball. He is an expert in a broken field and handles punts and forward passes with wonderful accuracy.

Halfbacks.—Young, of Washington and Lee, at half, was one of the real stars of the South. He is fast and of stocky build, and can do the work of a truck horse and not be slowed up. He is a sure tackler, a great forward pass receiver and a brilliant open field runner. Young shall be made captain of this All-Southern selection. To Reddick, of North Carolina A. & M. belongs the other half. He was one of the South's best kickers, a hard tackler and a plucky player at all times. He merits the place of halfback on the All-Southern.

Fullback.—Sikes, of Vanderbilt, was a human battering ram. He weighs 190 pounds in condition and was almost a certain ground gainer on short-buck and off tackle-drives. He played a great defensive game throughout the season and was one of the best all-around back-field men in the South.

The following are the first, second and third selections for the All-Southern Eleven for 1914.



REDDICK



GOOCH



SIKES



YOUNG

1ST TEAM

End.....Robinson...Auburn
Tackle.....Schultz...W. & Lee
Guard.....Gordon...U. of Texas
Center.....Tandy...U. of N. Car.
Guard.....Taylor...Auburn
Tackle.....Barker...Virginia
End.....Carroll...U. of Tenn.
Q. Back.....Gooch...Virginia
Half Back.....Young...W. & Lee
Half Back.....Reddick...A. & M. of N. C.
Full Back.....Sikes...Vanderbilt

2ND TEAM

Kurley.....Auburn
Gormley...Georgetown
Hicks.....U. of Ala.
Petriz.....Georgetown U.
Williams...Va. Tech.
Schlitter...Clemson
White.....Virginia
Paddock...U. of Ga.
Curry.....Vanderbilt
Myer.....Virginia
Tenney...A. & M. of N. C.

3RD TEAM

Thompson...U. of Ga.
Vandergraaf...U. of Ala.
Keller.....U. of Tenn.
Patterson...W. & Lee
Miles.....Vanderbilt
Cohen.....W. & Lee
Tolley.....Vanderbilt
Taylor.....Sewanee
Kimball...U. of N. C.
Harris.....Miss. A. & M.
Harris.....Auburn

Watching the Nation's Business

How the "Money Trust" and the "Big Bankers" Saved the Nation's Finances

By OSWALD F. SCHUETTE, LESLIE'S WEEKLY Bureau, Wyatt Building, Washington, D. C.

IF I were a banker I would frame a copy of Rudyard Kipling's "Tommy Atkins" and hang it over my desk. Then, beneath this poetic lament of the British soldier who is appreciated only in time of war, I would hang the tribute which Secretary of the Treasury McAdoo has just paid in his annual report to the intelligence and patriotism of the "banking interests" of the country as a vital factor in averting a financial panic at the outbreak of the war. As Kipling says:

"It's Tommy this and Tommy that and Tommy go away;
But thank you, Mister Atkins, when the band begins to play."

And it's "Money Trust" and "Vicious Greed," and "Money Lust" in times of peace; but it's "Thank you, Mister Banker" when a panic is at hand.

Nor is Secretary McAdoo the only member of the Wilson administration who has reversed himself and paid a grudging tribute to the part played by "big business" and by the "banking interests" in carrying this nation through the perilous times of international and economic unrest. Even President Wilson has not hesitated to avail himself of this advice and support to prevent a shipwreck of the nation's prosperity. Again, as Kipling puts it:

"It's Tommy this and Tommy that and Tommy wait outside;
But it's Special Train for Atkins when the troop-ship's on the tide."

And so the headlines proclaim "Special Train for Morgan" when a crisis threatens disaster for the administration's amateur financiers and statesmen.

But Secretary McAdoo's tribute in his report to "the courage and intelligent cooperation of the banking and business interests of the country," which averted the danger of a panic when all Europe flamed into war, is only the prelude to a most interesting account of the Treasury Department's stewardship. That department has grown much in the past year and many new activities have been added to the long list of its responsibilities. Chief of these is the new system of Federal reserve banks. Although under the special control of the Federal Reserve Board, these banks are to all practical purposes a part of the Treasury Department machinery. The Reserve Board

is headed by Secretary McAdoo, its offices are in the Treasury Department, and all of its work is done in closest cooperation with that branch of the government.

The new system had not yet been inaugurated when the war broke out and as a result the crisis had to be cared for by the banks under the Aldrich-Vreeland act. In accordance with its terms, \$369,558,040 of emergency currency was issued to relieve the financial stringency. This is now being redeemed and replaced by the Federal reserve notes of the new system. It is not without pride that Secretary McAdoo relates in his report all the various steps taken by the Department and the bankers to meet the crisis raised by the European war. It began with the issuance of a statement by Mr. McAdoo, July 31, containing the promise of the department to help "as far as it legitimately may" to prevent disaster. This also announced that the Treasury had on hand, printed and ready for use, \$500,000,000 of Aldrich-Vreeland currency. On August 1, Secretary McAdoo asked the Clearing House Associations of New York, Chicago, and St. Louis to send representatives to confer with him on August 3.

But faster work was necessary. The troop-ship was on the tide. It was "Mister Banker" now. "Before that conference (of August 3) could be held," says Secretary McAdoo, "the crisis became so acute, and the situation took on such a serious aspect, that I proceeded to New York on the 2nd of August for a conference with the leading bankers of that city for the purpose of concerting measures to protect the situation."

This and the conference with the Clearing House representatives emphasized the need for the immediate issuance of emergency currency. On August 4, by unanimous vote the Senate and House of Representatives amended the Aldrich-Vreeland bill to increase the amount of currency that could thus be issued to the banks. Then followed a series of conferences to take care of the demoralization of foreign exchanges and credits, and the disorganization of ocean transportation. In these the other governmental departments joined, but the real work was done by the representatives of the various stock and grain

exchanges, of Chambers of Commerce, and of bankers and business men generally. Out of it grew the creation of the War Risk Insurance Department which was also added to the activities of the Treasury Department. Then came a "cotton conference" with the result of the issuance of emergency currency based on cotton certificates. Next came the creation of the "cotton loan fund" of \$100,000,000 subscribed to by the bankers of the country. But again it is of interest that the original subscriptions fell short of the required amount and that one firm of New York bankers which had been denounced most noisily in the "money trust" days sent in the \$2,000,000 necessary to make up the required amount. It was "Mister Banker" again and the days of the "money trust" were forgotten.

Another important step of the Treasury Department in connection with the European war was to announce that the Underwood tariff bill could no longer meet the income requirements of the government and to ask a special emergency war tax statute to make up the deficiency. Concerning this Secretary McAdoo said in his report:

To keep the Treasury in strong condition in these abnormal times was obviously the first duty of the hour. Upon it largely depended the safety of business and finance in this country. If the emergency revenue act had not been passed the surplus in the Treasury would have constantly diminished and might have disappeared altogether. As long as the expenditures of the government exceed its income there is always danger. To maintain such a condition is both unsound and imprudent. It must be remembered that the duty of maintaining the parity of all forms of paper money with gold is imposed upon the Treasury. So long as income exceeds outgo it is far less difficult to maintain this parity, and so long as there is confidence in the strength of the Treasury it is easier to maintain this parity. The corollary of a weak Treasury is impaired confidence. It would have been the part of timidity to subject the business of the country to the risk of disaster. It was manifestly wise and courageous to strengthen the Treasury so that it could protect the vast interests of the country.

For those who hope, however, for an early repeal of the war tax statute, Secretary McAdoo holds out no hope. Instead he complains that the bill carries a provision which makes it expire December 31, 1915.

"I venture to suggest," he writes, "that this limitation should be removed, and the act amended so as to provide

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Strange Tales from the Great War

By MARTIN MARSHALL

IN spite of the censor we continue to get news of the great war—of a sort. Much of it comes by way of the London newspaper offices, where the printing of the truth, the whole truth and nothing but the truth is neither practiced nor permitted. Hence some weird stories get into print. Such, for instance, as the *Daily News* prints from its special correspondent "in Belgium." He says "there is an abundance of corroboration for the statement that many Germans captured have been reduced to the necessity of eating grass," owing to the lack of supplies. To the best of our knowledge that part of Belgium where the German supply wagons might find it difficult to go, namely, where the fighting is heaviest, is mostly sand dunes, and the pasturage is bad—especially at this time of the year, when the frost has killed all the grass.

This story of Germans eating grass is a perennial. It gets into print about once a week. There seems to be something fascinating in it for the correspondent hard pushed for news. Of course someone tells it to him. Correspondents do not manufacture the absurd and improbable stories that they require their papers to pay telegraph tolls on. They are usually quite as honest and truthful as

Soldiers who are ordinarily entirely truthful and level-headed will, after being in action, tell with the utmost assurance of things that never happened and never could have happened. They will affirm that they have seen these impossibilities with their own eyes, and will give the most vivid details.

Here, however, is a little incident that I am permitted to glean from a letter written by a French soldier to his sister in America which is well authenticated: This soldier was one of a number cut off from



COMFORTS FOR THE GERMAN SOLDIERS

The women of Germany are nobly devoting their time and labor to making cold-weather accessories for the outfits of the army. The stories of the breakdown of the quartermaster and commissary departments of the German army may be dismissed as pure fiction.



JAPANESE WOMEN WORK FOR THE ARMY

Although the Japanese army finished its part in the war for the time being with the capture of Tsing-tao, yet the Mikado still has a large number of troops under arms. The navy is scouring the seas for German war vessels. The women of the nation have been very active in work for the army and navy.

their command in one of the numerous engagements that are collectively known as the battle of the Aisne. They were hemmed in in a forest, repulsed their pursuers and the tide of battle flowed around them, so that they were forgotten and not captured. For 22 days they hid in the woods, living on the emergency rations that they carried, and such roots and barks as they could find. The fortunes of war resulted in the driving back of the Germans by the French.

The man who wrote the letter was helpless when found, but was sent to a hospital where he made a quick recovery. He and his comrades preferred death by starvation to surrender to the hated Germans.

Letters from the front are rigorously censored, and the names of places where events occur must not be given. An interesting story has been printed of how the letters of the Prince of Wales to his mother were opened by the censor and subjected to the regular inspection. It is reasonably certain, however, that when the censor got to the signature he suddenly decided that the letters were all right. The Prince, by the way, is said to be developing into a "regular fellow" at the front. Physically he is not impressive, and he looks much younger than his 20 years, but he is said to have a lot of spirit and takes his military duties seriously. He is attached to the staffs of various generals in rotation in order that he may get as much experience as possible. This experience, even if he is not permitted to join in any forlorn hopes or lead any infantry rushes, will do him a world of good. The old days when kings were what the title originally indicated, the strong men of their clans, which they led to war, are gone never to return, but practical contact with men and affairs as a captain on the staff of a capable general in such a war as this cannot but have a developing effect on a royal youth.

There is one king, though, who is the strong man of his kingdom—Albert of Belgium. He is no carpet knight, but a soldier and a king in the highest sense of the word.

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the average man; but they are deficient in the selective faculty.

Psychologists are much interested in a phenomenon frequently observed during war—the partial or total paralysis of the perceptive faculties during the heat of battle.

Leslie's Export Promotion Bureau

Conducted by W. E. AUGHINBAUGH

EDITOR'S NOTE.—In this issue Mr. Aughinbaugh continues his description of the possibilities of Latin-American countries. He has answered by mail many hundred inquiries, and will gladly place his knowledge of trade conditions in foreign countries at the service of LESLIE'S readers without charge. Inquiries should be addressed to LESLIE'S Export Promotion Bureau, 225 Fifth Avenue, New York City.

WITH the exception of Salvador, whose shore is washed by the Pacific Ocean only, and British Honduras, whose eastern boundary is the Caribbean Sea, the remaining countries of Central America, namely Mexico, Guatemala, Honduras, Nicaragua and Costa Rica, have the Pacific Ocean as their western coast line while the Caribbean Sea and the Gulf of Mexico form their eastern limit, thereby placing them in the path of travel and adding materially to their future possibilities. We may eliminate Mexico from consideration for the present, owing to its turbulent and unsettled state. Under normal conditions it would form the subject matter for an entire article.

The topography of all the Central American countries is much the same. Mountain ranges cross and re-cross them, having peaks of considerable altitude, many of which are still active volcanoes. These mountain systems influence to a great degree the climate, making it pleasant and always springlike on the intermediate plateaus and table-lands, and cool in the higher elevations. The watersheds which they form deflect the streams toward either coast, where tropical vegetation of the greatest variety and richness is to be found.

Due to this diversity of zones, there are many varieties of agricultural products, such as tobacco, sugar, indigo, rice, corn, coffee, cocoa, cocoa-nuts, and bananas. These lands would make ideal localities for truck farms, as all classes of vegetables grow throughout the year, and with improved transportation facilities, which are certain to come, profitable markets in the United States could be quickly reached.

Virgin forests are numerous throughout Central America. There is an abundance of pine, oak, iron-wood, cedar, mahogany, and other cabinet woods. There are many

trees which furnish dyes and others whose extracts are used in tanning, such for example as log-wood, dividivi, and quebrachi. The Peruvian balsam tree grows throughout these forests and from it the well-known balsam of commerce comes. These forests have many navigable streams, which provide means for cheap, natural transportation to the coast. But few lumbermen have



A MEXICAN VILLAGE IN THE MINING COUNTRY

This picture was taken near Real del Monte, state of Hidalgo, where an American company works a silver mine that has been in operation since before the conquest of Mexico by Cortez. The extent of the mineral wealth of Mexico has not yet been ascertained.

taken advantage of the vast acreage of timberlands.

In the mountains are many valuable deposits of gold, silver, nickel, manganese and antimony, but nothing, of course, to be compared with those of South America. There are many mines in profitable operation. Several of these countries have beautifully situated navigable

lakes, most of which, especially in Guatemala, are surrounded by mountain ranges and peaks, having active volcanoes at their tips, the scenery being unsurpassed anywhere in the world. Thermal and mineral springs abound, their curative properties having been known to the prehistoric as well as the present day Indian. With their mild climates, their medicinal springs, and the enchanting scenery, the day is not far distant when these countries will be dotted with sanatoria, the sea trip to and from them giving an added virtue to the treatment.

The population of Mexico is 16,000,000; Guatemala, 2,100,000; Salvador, 1,700,000; Costa Rica, 400,000; Honduras, 500,000; Nicaragua, 600,000, and British Honduras, 45,000, a grand total of 21,345,000 people, where 100,000,000 could live amid peace and plenty.

Last year Mexico, despite her internal troubles, imported goods to the value of \$143,758,736 and exported \$164,823,059; Guatemala, imported \$9,822,462 and exported \$13,156,537; Salvador, imported \$6,774,859 and exported \$9,942,184; Costa Rica, imported \$10,187,686 and exported \$10,071,144; Nicaragua, imported \$5,966,820 and exported \$3,861,516 and little British Honduras, imported \$1,922,097 and exported \$1,904,387. These figures are really remarkable in view of the population

and will compare favorably with similar export and import data of larger and more important countries. Here, as also in the countries discussed last week, owing to our geographical position, we supply about 70 per cent. of the imports and take the greater portion of the exports, the business, strange to relate, being chiefly in the hands of English, German, French and Italian merchants, with only a few Americans.

Nearly all the large business houses, as well as the local

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Devoted Women of France

By PETER MACQUEEN

LATE in October I started from Chateau Thierry, near Rheims, to go back to Paris. Driving 15 miles across the abandoned battlefields of the Ourcq River and Grand Morin, I came to the railway station of Coulommiers. My train was to leave at 7.30 in the evening; but when I had waited with a crowd of other travelers till 8 o'clock, we were told to take the left side of the platform and our train would come—sometime. In a few minutes we saw the headlights of a train approaching and got ready to board it. It came softly, silently to a standstill, but we perceived it was a Red Cross train marked with English flags. My French friends told me it was filled with 534 English wounded. The wounded were in freight cars; they were on stretchers arranged in tiers one above the other. Each car had from 20 to 30 men. There were doctors and nurses among the soldiers and the lights were dim candles. I looked inside of several cars and observed that the sufferers had been carefully bandaged and that their wounds were usually on the legs, arms and head. There was no moaning nor complaint.

I had not noticed hitherto a long line of sheds beside the railway where women were arranging baskets of bread and boiling huge cauldrons of coffee. Now my attention was turned to these. A number of women with no insignia, apparently the plain housewives of Coulommiers, were going up and down the platform, quickly, silently, efficiently, visiting each car and passing out coffee and bread to any of the wounded who might be weak or hungry on their journey from the battlefield to the hospitals in Paris or elsewhere. Among the friends I had met were Prof. Georges Renard of the College of France, and his wife. They were on the platform and explained to me the work going on before me in that little station in the starlight and the dark.

Madame Renard said this was a branch of a society, nation-wide, called "Les Femmes de France." I had seen the sign on buildings in Paris and in other cities. The society of "The Women of France" is in every town, city, hamlet and countryside in France. It is supported by contributions made in the local communities. Children five years old, and maidens fair, and old men and women collect the money. There is no crossroad in France where a train stops but has a branch of this society, and the women old and young are at the station day and night to meet every train of wounded that passes and minister to their needs. The society of course has hospitals and does great and notable work in cities like Paris, Lyons and Havre. But this lovely, simple, womanly devotion of watching for train-loads of the wounded at intermediate stations touched me more than anything else I have seen.



TIME TO SAY GOOD-BY
A French soldier, on his way to the front, photographed with his fiancée, a working girl. She has promised to send him money for tobacco.



SHE GIVES HER TIME TO FRANCE
This mother of four children managed to devote most of her time to the hospital work at Havre.



SELLING FLOWERS FOR FRANCE
Women, old and young, rich and poor, raise funds for the works of mercy, in all possible ways.

Well, the train of English wounded pulled out, and I heard the doctor in charge say to one of the ladies: "Prepare more coffee, another train is due in 20 minutes." The train came; without noise long lines of cars glided by and finally came to a standstill. This train had on each car the tri-color of France beside the Red Cross. Thus we knew it contained French wounded, 542 of them. Again these French women went to their task of mercy. I walked along the cars again. This time I saw some men with fezes on their heads and others with the dress of the Chasseurs d'Afrique. I spoke to a few of them. "Do you suffer?" I said, in French. "Oh, no we are almost well," was the invariable answer. This train stopped less than 20 minutes and in that time those ministering angels in homespun from the farms of Brie had visited every car, given food and coffee and delicacies to every one of the 542 who needed help.

Again the train went on its way, and in 15 minutes another train came in; and this continued and was repeated until 21 train-loads of enduring heroes had passed through that one town in the dead of night. Never did the supply of food and coffee fail; never did the patient women falter or seem to grow tired; never did one man groan in the darkened cars. In all that superb vigil from 7.30 at night till 4.30 in the morning, I heard but one echo of pain, and that was at 4 o'clock when a worn-out Turco said in a quiet voice to his doctor, "Je souffre"—"I am suffering." But not one tear nor sigh from the brave women of France.

On my way from Havre to Paris I spent the whole night in the train. Shortly after daylight we were passing through the fields of Normandy. We could see from the car-window the women plowing in the farm lands; just as we saw later the boys of Champagne gathering the purple grapes.

There were in the company several English and Scottish nurses and one young French-American woman, Miss Buhner of Los Angeles. Miss Buhner was a real Joan of Arc for France, a member of this famous "Les Femmes de France." During the night our train stopped at Rouen and many French soldiers and officers crowded into the corridors. Miss Buhner spoke fluent French and she invited some of the officers to come into our compartment. These men had been at Mons and Charleroi, and their stories were intensely compelling. We were all enthused by the chivalry of the young Frenchmen, one of whom had lived in New York thirteen years and spoke English well. When the officers left the train at a certain station they procured some little flags and presented the ladies each with a tri-color.

In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the cooperation of its readers. Inquiries will be answered either through the columns of the paper, or by letter. In case an answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 225 Fifth Avenue, New York City.

Vogue of the Specialty Shop

SO long have we been told that big business is killing little business that it is rather startling to hear that just the reverse is now the case. The rise of the big modern department store seemed to presage the end of the little shop. We have held to the idea that it was inevitable that a few big concerns would sweep the field clean of many little concerns. But the shop that makes a specialty of one thing—hats, gowns, coats, furs, shoes, stationery, etc., is exerting an exceedingly strong pull, especially with the exclusive trade. Some daily papers complain that this competition of lilliputian with giant has resulted in decreased advertising on the part of the department stores amounting to hundreds of thousands of dollars annually.

We have had a lot of laws to regulate big business in recent years, but the history of the department store and the specialty shop illustrates how these things regulate themselves if you leave them alone. Some things are so subject to the natural law of supply and demand that no government can altogether overcome, by artificial barriers or restrictions, this elemental restriction. Germany, the most paternal of governments, is now discovering that she cannot altogether regulate the price of foodstuffs, even in war time. We have no laws discriminating in favor of big stores and against little ones, or vice versa. People buy where they can get the most satisfactory service, and women, who compose the larger proportion of shoppers have decreed the popularity of the specialty shop. It would be wiser if many of the governmental attempts at regulation were left to the voluntary discrimination of the public.

Simple Living For All WE all sympathize with the young woman whose weekly wage is so small that she has to skimp, and save, and deny herself all the little luxuries of life. Miss Esther Packard, Assistant Secretary of the

Consumers' League, at a public hearing before the State Factory Investigating Commission of New York, told the story of the hard life of girls earning from \$5 to \$8 a week. The working girl, however, is not the only one who has a hard time to make both ends meet. There are girls in the normal schools of this and other states who have only a few dollars a week to live on. That is all their parents can send to them and even



A FRIEND OF SOLDIERS IN TWO GREAT WARS
Mrs. George Coker, of Cincinnati, who sent "first aid" packages to soldiers in the war between the States and who is now helping to relieve the suffering of European soldiers. Fifty-four years ago, when a child, she picked lint to be used as cotton and rolled bandages for Union and Confederate soldiers. She is doing the same thing for the fighting men in Europe. The bandages she packs in boxes and sends them to the Red Cross Society in Europe.

this means great sacrifices at home. Girls in such situations quickly learn how to make every dime they spend stand for a maximum amount of nourishing food. New York City is a city of high prices. Here you can spend as much as you wish, or if one is satisfied to do so, a simple breakfast may be had for a dime and a good dinner for 20c. Miss Charlotte R. Bangs expresses her sympathy for the girl in New York who earns only \$6.50 a week, but shows how a girl may live in a fair degree of comfort on this, even when she has to rent a room. Referring to the statement that girls on such a wage go hungry, Miss Bangs says, "It is only a certain type of girl who does so—the kind who buys powders and paints, false hair and imitation silks." The trouble with most of us today is that we are not satisfied with simple things. We want a full course meal with a salad, ice cream and demi-tasse. The high cost of living, about which we all complain, would not press so heavily on any of us if we were willing to live as plainly as did our parents and grandparents.

Inquiries and Answers

L. A. W., Easthampton, Mass.: I would not advise you to consult the obesity specialist, as you will find that obesity specialists do not stand well in the medical profession. Your own family physician will prove quite as competent.

E. F., Greenville, O.: Columbia University has a library course. Possibly you will find that your own State University at Columbus has one also. With the growth of free libraries all over the country there is an increasing demand for competent librarians. The work is pleasant, but salaries as a rule are not high.

E., Winston-Salem, N. C.: You have shown rare discernment in analyzing the two types of men who have made proposals of marriage—one whom you feel that you love, but against your better judgment, and one with whom you feel proud to associate, of whom your parents approve, yet for whom you feel no passion. Although you have acutely analyzed your feelings, you are still in a quandary. A good rule for the case would be, when in doubt as to which type of man you should marry, marry neither. The right man has not yet come along. When he does there will be no great trouble in deciding the question. You will then find that the will and judgment and love will all have a part in the decision. I was glad to get your letter and to give you this bit of advice, but why not talk with your mother about it? No one is more interested in your future than she, and no one could enter more sympathetically into your case.

The Old Fan Says:

By ED A. GOEWEY Illustrated by "ZIM"

ALTHOUGH the games played during the recent season by the football teams of Yale, Harvard and Princeton were more liberally patronized than ever in the history of the sport, the men of the first two outfits refused to wear numbers to distinguish them, a courtesy shown the spectators by the cleven of every other large university in the country. Apologists for the teams which refused to accede to the public's request explain that the reason for the action on the part of Yale and Harvard was that they desire to remain distinctive, individual and exclusive, but to plain, every-day outsiders such as the writer it appears to be nothing other than sheer pigheadedness. And, incidentally, it recalls the famous story of an erstwhile coxswain of the Harvard varsity crew. Returning to his home for the holidays he was asked, "Is it true that the students at Harvard are extremely exclusive?"

"Oh! that's all rot," was his reply, "why I had a bowing acquaintance with every member of the crew except the two at the other end of the boat, and I'd have known them also if they hadn't sat so far away from me."

When the Rumor Factory Works

The winter rooter shook his head, And said, "I'll busy get, And start a few choice rumors which Will tone up a-waggling set. There are no games to talk about, No plays we can discuss; But I must have my baseball fun, E'en though I cause a fuss. I'll say that Matty's arm's all in, That Mack will quit the game; That Rudolph will play first next year, That Cobb for sure's gone lame, I'll claim the Feds have bought the Yanks, That Tenner's on the stage; That Murphy wants Ban Johnson's job— Which makes the latter rage. And also that Hans Wagner's through— That sure will play the deuce. That all the numps and Heine Zim Have signed a ten-years' truce, Of course this stuff will not be true, But what's a fan to do, When snowballs are the only spheres, Which meet a fellow's view? The winter's long, and cold, and drear, And so we'll try to kill The time with talks of things which might Come true, but never will."

Squibs for the Winter League Boys

It is evident that the newspaper statements that the German offensive is growing weaker are true. According to the official averages for 1914 Hans Wagner failed to hit in the .300 class for the first time since 1897.

A New England "sporting authority" recently announced that he had been informed personally by Johnny Evers, the Braves' hustling leader, that the correct pronunciation of his name is Evers and not Evers. This certainly removes a great load from the chest of fandom and now we can go ahead and prepare for the 1915 season unworried and joyous.

Plank has been signed to strengthen the Federal League. There is a good joke (English style) in the foregoing if you care to dig it out.

Can you imagine a man so fond of the job of umpiring that he keeps at it practically all the year round? Of course you can't. But there is such a one in the person of Ernest Quigley, National League indicator holder, who, when the regular baseball season is over, fills in his time umpiring at football and basketball contests. Talk about hunting trouble—well?

There undoubtedly would be great sorrow in the camps of the Giants and Braves if Hank O'Day becomes a Fed umpire, a possibility hinted at in a recent rumor.

It is said that the citizens of Daytona, Fla., have offered to build a model camp for the Superbas if they will only go there and train. Wonder what they will offer to do after seeing the Brooklyn outfit in action?

There is nothing like getting inside information first hand. Recently a star twirler wrote an article on baseball in which he stated that "control is one of the most essential assets which a pitcher must command to hold his own in the major leagues."

Now what fan ever would have thought of that? Most of us, of course, supposed that it would be better if the heavies were expert kite flyers or mushroom raisers.

According to newspaper reports, Charles S. Whitman will give the boxing commission a thorough overhauling soon after he becomes Governor of New York State. Too bad if he stops there, for the art of self-defense, as practiced in the East recently, has degenerated into a standing joke and the sport is in need of a house-cleaning. A candy pull furnishes more muscular exercise than many of the New York fistic displays.

The announcement by the owner of a certain baseball team that his outfit will not play baseball on Sunday caused several unfeeling fans to remark that, judging by the past performances of his outfit, he was too modest and should have included the other six days of the week.



The perpetual promiser.

Quite Different, Oh, Yes!

"Baseball is an outdoor pastime." "You mean war," the other said. "Once they played it on the green sward. Now it's in the courts instead."

National's Fortieth Birthday Coming

The fortieth anniversary of the good, old National League is to be celebrated some time next year. The circuit was organized at the Broadway Central Hotel in New York City in 1875, and former Governor Bulkeley, of Connecticut, who still is living, was its first president. The present plans are to fix upon a certain date as anniversary day and have it celebrated by double-headers in the four cities in which the National teams will be playing at the time. There will also be a great gathering of veteran and modern fans in the Metropolis to celebrate the day and among those who will be invited to this jollification will be all of the former presidents and leading baseball men representing the leagues in organized ball in the United States and Canada. What's that? Will there be a banquet? Of course there will; otherwise the irrepressible spellbinders would worry the real fans to death with their chatter around the hotel corridors.

It Happens Thusly—Often

"Next spring I'll teach the vets the way To play the game," said the recruit. "My speed around the training camp, Will make them hump to follow suit." But 'neath the smiling April sun, Whose cheering rays gave pleasant heat, The bushier got an awful chill, And suffered greatly with "cold feet."

A Few Things the Scouts Overlooked

Charlie Herzog certainly has wonderful success raising fruit. The cantaloupes grown on his Maryland farm are unsurpassed and there are certainly some rare specimens of lemons on the team he manages in Cincy. Could anyone ask more?

It is with pleasure yours truly calls attention to the fact that the horse is again coming into his own. Racing throughout the country enjoyed splendid success during the past season, and at the recent New York horse show there were 1,671 entries. This record list made it necessary to open the show daily at 10 A. M., instead of holding only afternoon and evening sessions.

It is said that at the new ball park for the Yankees an immense bowl, patterned after the one used by Yale, is to be erected for the spectators and will be sufficiently large to accommodate 80,000. The park is to be thrown open for the 1916 season, but unless Farrell's bunch takes a decided brace, those who visit the new bowl are going to be mighty lonesome sprinkled through 80,000 seats.

According to news reports the Reds will no longer employ baseball scouts. Is Garry Herrmann going to personally select the grapefruit for his team?

After the recent gridiron battle at Philadelphia it is no wonder that Secretary Daniels ordered that "Tipperary" should not be sung by the Navy. To some of us the showing was a sufficient cause to stop all singing in that particular quarter.



He'll raise a new crop for 1915.



Hoping he'll drop his load.

Keep Up the Christmas Spirit

by Buying United-States-Made Goods

From an Editorial in the Dec. 3rd, 1914, issue of Leslie's Illustrated Weekly Newspaper

While Christmas will have an unusual element of sadness this year, even a world-wide catastrophe should not be allowed to overcome all the season's joy.

... But our sympathy for those who suffer should not rob us altogether of the good cheer that Christmas brings with it, or of the gift-making which characterizes the season. No child should look back upon a Christmas without a tree, toys and good things.

The suggestion that no Christmas presents be bought this year, and that the money thus saved be sent to the relief of Europe's war victims, will not make a popular appeal. Were no Christmas purchases made this year it would by no means follow that all, or a large part, of the money so saved would be sent to the sufferers in Europe. The laws of human nature are such that if all Christmas givings were checked it would tend to stop also the charity which has for weeks been flowing to Europe. The majority of people would reason that if they couldn't buy presents for their children or friends they could not afford to contribute to relief funds. Do people realize, too, what a business disturbance would result if Christmas buying were curtailed on a large scale? The Christmas trade represents often the yearly profits. If that trade were suddenly and seriously curtailed it would mean disaster for hundreds of stores and for many thousands of employees.

But this Christmas does give an opportunity for certain much-desired reforms. Recent years have witnessed a growing tendency to senseless giving. Many presents are made with no thought other than paying a debt or establishing a credit. There is no better time than now to cut out such commercialism, and to make all giving reflect the true Christmas spirit. When we do this we shall have all the customary joy of the season in the home and in friendship's circle. We will be in the mood also to remember the suffering thousands across the seas, and in our own land the needy ones who will be in far greater numbers this year than usual.

Keep the Wolf from YOUR Door

AS long as you are well you know you will pay your way; but if from a clear sky there falls upon you some accident, or some illness, where will you be? Then it will be too late. **Now is the time to be careful.**

Send this coupon—it will be your first step on the road to safety. Typhoid and pneumonia and grippe come to the strongest without warning. One man in seven dies or is injured from an accident every year.

ÆTNA-IZE

Take out this Accumulative Disability Policy. It protects your wife against your death—it protects you against accident—and sickness, too.

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Jasper's sound advice on investment—advice so valuable and sought for, that hundreds of people have written to him this year for specific information. How to protect life and property; unbiased life and fire insurance advice. How will legislation affect your interests?—"Watching the Nation's Business" is a regular weekly department. Motoring—the sport and business of millions—is covered twice a month by Harold W. Slauson, an able mechanical engineer who devotes all his time to solving motor problems for Leslie's readers; thousands of them have already availed themselves of this service. Leslie's Export Department, under the direction of Dr. W. E. Aughinbaugh, provides information as to the opportunities in South America and elsewhere—reliable information given by a man who has made thirty-six trips across the Line. These and many other special features are a few reasons why every responsible business and professional man should read Leslie's.

J. H. Blum

General Manager.

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Aunt Kate, Philanthropist

By DR. W. E. AUGHINBAUGH

SOUTHERN CALIFORNIA has become a Mecca for the sick who hope to benefit from the rare combination of pure air and sunshine. Unfortunately many invalids are not prepared financially for the long wait for convalescence. Some establish little camps in remote places, hoping to minimize expenses, and have been found dying or dead from want and privation. Each little community has its own story to tell of suffering, poverty, and death, for those who came to regain their health.

With this preface let me introduce to you Aunt Kate. Kate Wright, or "Aunt Kate," as everybody in Monrovia, California, calls her, was born a slave in Clark County, Kentucky, in 1856. For the past 25 years she has resided in the West, most of the time in Monrovia, a beautiful and typical southern California village, nestled chick-like, against the maternal breast of the towering Sierra Madre Mountains. Here she has kept herself and her old mother of 79 years by washing and "going out" to work by the day. By the strictest economy she bought an unpretentious home on the edge of the little town.

For years, in her errands about the hamlet, she had seen the sick resting in the park; heard of their reduced finances; learned of their sufferings; known of their pathetic deaths and sympathized with them in their dire poverty. Her heart was touched by all this misery about her. She owned her own house. It could hold, by crowding, 12 persons! Why not turn it into a hospital for the afflicted she saw or heard of daily? Aunt Kate told her mother of her plan. "How'se you gwine to support dem, chile?" asked the practical old lady. "You an' me, mammy, is gwine to wuk fo' dem jess like dey was our own chillun," was the positive reply, and without further argument or appeal to

charity, 12 of the most deserving cases were selected, taken to the cottage and made as comfortable as possible. As vacancies occurred new patients were received so that the house has always been full. The first case came in 1907. Since that time there have been a total of 518—men and women and children; white, black, brown and yellow—Gentile, Jew, Mohammedan, Confucian, Buddhist, Agnostic and Atheist. 210 have recovered, while death has taken 51. The others have gone away in much the same condition as they came.

Every possible care is given to those in Aunt Kate's Home. As a physician I have many times inspected the place and always found it scrupulously clean. The only income it has is derived from the money earned by these two women. The cleaning and cooking is done before their departure

for, and after their return from, work. Of late the advanced years of the mother have made it difficult for her to get about much and most of the burden of supporting the place has fallen on the willing shoulders of Aunt Kate. Of course the convalescent patients help as much as they can about the house.

For one patient a dainty dish is prepared to coax a jaded appetite; for the Chinaman lichi nuts are provided; for the old Jew a Hebrew book is supplied. To each one is shown the special attention most required to restore health. The good work, done so unostentatiously by Aunt Kate and her mother, has become known among her neighbors and many drop in to see her and her patients, leaving small contributions to help with the maintenance of this real charity, but even with this little aid the two women are often hard pressed for money. Yet their noble work goes on, quietly, efficiently, hopefully, dependent wholly on self-sacrifice of the most devoted kind.



AUNT KATE WRIGHT

This old colored woman has by her own labor cared for 518 destitute invalids in her humble village home in California, since 1907.

Leslie's Export Promotion Bureau

(Continued from page 619)

banks, maintain deposits in San Francisco, New Orleans, Mobile and New York, and draw drafts against them in payment of bills. There is really no need to improve the present banking conditions which are simple and satisfactory.

There are many lines of steamers, both passenger and cargo, from the leading ports of America and Europe, to the countries bordering on the Gulf of Mexico and the Caribbean Sea, while on the Pacific side there is but one direct line from California, providing a poor and expensive passenger service and charging exorbitant freight rates. This coast of Central America would develop more quickly and be brought in closer contact with our Western merchants and ports if this condition of affairs were changed.

These countries are destined by their nearness to the United States, by their climate and through their natural resources to develop rapidly. To the agriculturalist they offer exceptional openings. Bananas grow ideally in all of these localities. Their use is increasing. Last year we ate in the United States 3,000,000,000, which retailed for \$35,000,000, and this business, which started in 1870, is yet in its infancy. Many of its by-products are rapidly coming to the front, the principal ones being a flour, from which excellent bread is made; an oil for furniture polish; a rough cloth from the fibre of the plant; a vinegar and a superior sugar.

It is well established that corn was first grown in Guatemala, and samples of it were taken by the discoverers to the court of Ferdinand in Spain where it was looked upon with wonder. Perhaps nowhere else in the world does this cereal thrive as here. These countries import cotton goods, textiles, silks, hardware, pharmaceuticals, flour, boots, shoes, machinery, wines, railway materials, agricultural implements, soaps, perfumes, novelties. They export coffee, cocoa, cocoa-nuts, sugar, bananas, indigo, balsam, hides, skins, rubber, hardwoods,

dye woods, chicle (from which chewing gum is made), henequen (from which rope is made), and many minerals. We can get more of their trade if we go after it.

Strange Stories of the Great War

(Continued from page 619)

If the fates spare his life and give him back his snug little kingdom he will be one of the most respected rulers of Europe. I am told on the best authority that his subjects regard him as little short of a demi-god, and that their extravagant enthusiasm does not in the least turn his head. He goes anywhere that he sends his men, he shares the hardships of the camp and the field, and he is the most democratic of officers. His energy and determination are equal to his courage and his simplicity, and he has shown great military ability. His queen, the noble Elizabeth, shares the discomforts of the camp with him, though her children are in England for safety.

The news reports indicate that the plucky Belgian soldiers continue to do their share of the fighting. It is a hopeless sort of fight, with their country all conquered save a tiny corner of Flanders, with their people scattered and homeless and starving, with their towns ruined, their historic buildings in ashes, their art treasures destroyed or hidden away and their ranks thinned by nearly 75 per cent.; yet they fight on with the same spirit that in their forefathers astounded Caesar and his legions.

While these heroes are dying in the trenches their wives and children and old mothers are dying of privation and want in their ruined homes or in strange lands. So great is the necessity for their immediate help that Holland—herself so short of food-stuffs that even the wealthy are eating black bread—has loaned the Belgian Relief Committee 10,000 tons of wheat—enough to ward off starvation for two weeks. Those who intend to do something for Belgium should act at once.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motor cycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

Considering both the bad and the good types of roads, which vehicle would damage the surface the more—the narrow, steel-tired horse-drawn truck, or



the broad, rubber-tired motor car? And yet the motor car is taxed excessively, while the horse-drawn truck pays nothing to the State for road maintenance.

IS THE PRESENT AUTOMOBILE TAX FAIR?

THE average American motorist is a pretty patient and long-suffering individual. He pays from \$5 to \$50 a year for the privilege of having saved from \$400 to \$5000 to purchase an automobile, a vehicle that is now looked upon almost as a necessity in the pursuit of business as well as pleasure. What is the purpose of this tax? Ostensibly it is for road construction and maintenance, but as yet the motorist is by no means the only user of our State highways. Light, horse-drawn buggies, as well as heavy trucks, are still used, and why their owners should profit by the use of excellent highways at the expense of the motorist, and should not be called upon to expend one penny for a vehicle tax, is a question that no fair-minded man can answer.

A fair basis of taxation of road users is a formula that takes into consideration, not only the average amount of use that each vehicle obtains from the public highway, but more important, the comparative destructiveness of each.

The principal reason that good roads cannot be made absolutely permanent is based on the wear caused by the traffic. If the pleasure car and motor truck were the only vehicles that wore the road surface, the reason for this one-sided tax might be apparent; but inasmuch as the narrow, steel-tired, horse-drawn buggy and the heavily loaded wagon are both offenders in this respect, and have been proved, by countless experience, to cause more damage to roads than rubber-tired motor vehicles of the same weight, traveling the same dis-

tance, at an equal speed, there is every reason why the owner of a horse-drawn vehicle should be taxed on the basis of the road damage that it causes.

At present, horse-power is the only basis of motor vehicle taxation in the majority of our States. More important than horse-power, however, from a road-wear point of view, is the amount of load per square inch of tire contact, the nature of the tire and the speed at which the load is carried, together with the possibilities for slipping or skidding of the wheels on the road surface.

It is encouraging to note that the prominent organizations composed of the leading automobile engineers, manufacturers and owners, are uniting to arrive at some uniform method of determining the road damage caused by various vehicles, and that these results will eventually be made the basis of a formula which will be recommended as a universal system of taxation throughout all the States. The Society of Automobile Engineers is approaching this from the scientific standpoint, and it is probable that it will eventually recommend that horse-power, total weight, size of tire, material of tire, speed of travel, and gear ratio will be the determining factors in arriving at the proper amount of taxation, representing the relative proportions of road damage caused by each vehicle. When this is done such societies as the National Automobile Chamber of Commerce and the American Automobile Association will adopt these suggestions and recommend them to the legislative bodies of the various States.

Questions of General Interest

Uneven Wear of Tires

S. F. B.: "Why is it that tires placed on rear wheel seem to wear in a certain place and blow out there before they have been run 2,000 miles?"

It is quite probable that there is a rough or uneven spot on the brake band that would always cause the wheel to lock in a certain place. Thus, the tire will always slide or skid with the one part in contact with the ground and greatly increased wear will result at this point.

Strength of Tire Tube

D. S. F.: "Can you give me some idea of the tensile strength of the pure Para rubber that I understand is used in high-grade tubes?"

A striking evidence of the strength of such rubber is found in the demonstration of an enterprising dealer in a small town in the Middle West. He used a well-made tube as a tow rope connected to the rear axle of a large car, and by means of this, towed

around the town two cars of medium weight. While every tube could hardly be expected to stand treatment of this nature, yet it serves to give an idea of the general strength of the rubber from which good tubes are constructed.

Testing Defective Plugs

M. S. R., Cal.: "I have been encountering difficulty with the plugs on my motorcycle. It is rather difficult for me to determine which one is missing without removing them, and as a rule, this consumes double the time that should seem to be necessary. How may I determine which is the offending plug without removing it?"

By placing a screwdriver or other iron shaft on the top of one of the cylinders and connecting its point with the top of the spark plug, you will form a short circuit that will put that particular plug out of commission temporarily. If there is no change in the running of the motorcycle you may know that there was no explosion occurring

in that cylinder and that probably you have found the offending plug. If, however, you can observe that the motor is missing in that cylinder under these conditions, it is evident that ordinarily the spark is passing properly through that plug.

Storing the Storage Battery

W. B. S.: "If I do not use my car for two months this winter what shall I do to the storage battery?"

If you are sure that the battery is fully charged and is filled with water to the top of the plates, there will be no danger of freezing even in the severest weather. It would be well to charge the battery, if possible, by running the engine for a short time every two or three weeks, as an idle battery will gradually become discharged.

Use of Green Tail Lights

D. G. H.: "I understand that a movement is on foot in Ohio to compel the substitution of green tail lights for the red ones now universally used. What is the reason for this agitation?"

It has been found in many instances in which the highway parallels the railroad track that engineers have mistaken tail lights of automobiles for danger signals. Furthermore, red lanterns along the highway are generally used to indicate roads under repair or dangerous obstructions, and the motorist himself is liable to be confused as to the meaning of the signal.

New Speedway Limitation

W. B. P.: "Has the Indianapolis Speedway management decided to change the maximum size of motors allowed to enter the 1915 Decoration Day contest?"

The limit has been reduced from 450 to 300 cubic inches. It need not be feared, however, that this restriction will interfere with the average speed during the race, for the car that ran second last year had a piston displacement of less than 200 inches. In fact, one of the requirements of the management is that all contestants shall be able, in a test, to average better than 80 miles per hour.

An Ingenious Camping Car

H. S. F.: "I was greatly interested in the photographs that appeared recently in the Motorists' Column, showing a special camping body applied to a large car. Are there any less complicated arrangements whereby a car can be made to furnish sleeping accommodations for the night?"

The manufacturer of one of the low-priced cars has provided an adjustable driver's seat, which may be locked at any desired distance from the steering wheel. The back of this seat can be turned toward the rear until it assumes a horizontal position and fills in the space in front of the tonneau seat. In this manner a bed is formed that will comfortably accommodate even a tall man.

Cover for Magneto

H. P. T., Tenn.: "While cleaning my car I find that my chauffeur occasionally spills water on the magneto. Is this liable to damage the magneto, and if so, how should I prevent any recurrence of the trouble?"

There are certain types of magnetos manufactured known as the armored type that are supposed to be impervious to water. These are used more on motorcycles, however, than on motor cars, for the ignition system of the latter is generally well protected by means of the motor bonnet. However, as you cannot keep all water off of the magneto when the car is being washed, I believe it would be a good idea to obtain a cover that can be buttoned down around the magneto and that will protect it from dust, dirt, or oil, as well as from dampness. Such a cover should be made to fit the magneto and should be composed of some durable water-proof cloth or canvas.

Need of New Piston Ring

N. A. E., N. J.: "I have driven my car about 25,000 miles, and although the valves have recently been reground I have encountered considerable difficulty in loss of power. It is probable that the rings have become worn and I desire to install new ones. Do you think this would remedy the difficulty, and if so what type of rings would you suggest?"

If your compression is not satisfactory after your valves have been well ground, it is quite probable that the difficulty lies in the old piston rings. I would suggest that you install some of the two- or three-piece rings that are made to fit motors of every size and that are so constructed that the joint in them is absolutely closed and there is no opportunity for the passage of the gases by the ends. I know of many instances in which such rings have increased the power of the motor by from ten to twenty-five per cent., and I believe it would well repay you to investigate them.

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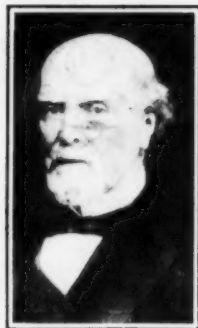
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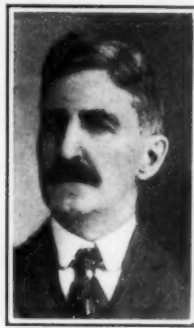
WILLARD SPOR-LEDER

Of Milwaukee, aged 22, said to be the youngest exposition manager in America. He was chosen to manage the University of Wisconsin's exposition, heading a committee of 250, and having 80 departments to supervise.



WILLIAM WALLACE SPENCE

Baltimore's oldest financier, who recently celebrated his 90th birthday. He is still hale and active. Mr. Spence is a man of wide culture. He is a senior warden of the First Presbyterian Church.



J. B. CASE

Of Abilene, Kansas, who was elected President of the International Irrigation Congress at its recent meeting at Calgary, Alberta, Canada. Mr. Case has long been a recognized authority on the subject of irrigation.

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

CHEERS greeted the opening of the Bond Department of the New York Stock Exchange, and heartier cheers the opening later, in part, of the Stock Department. The whole country was interested in these two events and especially in the latter. Why? Because the resumption of business on the greatest exchange in the country, after it had been closed for the longest time in its history, was the strongest evidence of returning prosperity, and prosperity is what we all want.

"Line upon line, precept upon precept" is a good guiding principle. So dealings in the re-opened exchange were restricted, excepting in stocks of the lowest price, selling under \$15 per share. International securities, like U. S. Steel, U. P., Canadian Pacific, New York Central, B. & O. and C. & O., in which foreign liquidation had been feared were not on the opening list, but their time will come. Sales are for cash in the regular way only so that there shall be no short selling. This is not intended to be a market for speculators but for investors.

Hopefulness continues to grow in the business world. The whole country evinces a decided disposition to demand a cessation of attacks on our railroads and industries. The public has come to the sensible conclusion that these have not reduced the cost of living, increased the size of the pay envelope, or helped to fill the dinner pail. Reason is being enthroned.

I note that the newly elected Governor of Texas, Mr. Ferguson, in a recent address said Texans should extend a welcome and give protection to investors from other states. The railroad commission of Georgia has intimated that it will not impose unnecessary obligations on the railroads in this crucial period. From all over the South and West a similar change in public sentiment is being manifested.

The public is listening when President Rea of the Pennsylvania Railroad pleads for a constructive policy in railroad regulation, by a supervising commission of experienced men. They listen, too, when President Leigh of the Chicago Equipment Co. shows that general business conditions are always best when the railroads are purchasing supplies freely. This emphasizes what I have frequently said, that if the railroads could have the resources they would spend \$3,000,000 a day from this time on for a period of five years. Think what this would mean to the workshop, the factory and the business man.

I read with much pleasure a little booklet "How to Bring Back Prosperity" by Joseph Beifeld, President of the Hotel Sherman Company, Chicago, in which he shows that "the concrete basic cause of the business depression is that the railroads are hard up and do not spend the money they should because of lack of new capital." I advise my readers to write to Mr. Beifeld for a

free copy of his booklet. It will help them to understand the situation.

I cannot escape the conviction that securities are now on an attractive level for those who have the means to buy them outright, and that some of the low-priced industrials will reward the patient holder.

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Z., New York: Kansas City Southern Pfd., if assured of its present rate of dividends, would sell higher. It is a speculation at prevailing prices.

M., South Boston, Mass., and A., Victoria, Texas: I do not advise the purchase of the Boulder-Tungsten Production Co.'s stock as an investment.

H., Detroit, Mich.: I do not advise the purchase of the Mildred Gold Mining Company's stock as an investment. Such propositions are usually disappointing.

A Subscriber, St. Paul: I do not advise the purchase as an investment of the stock of the Coin Machine Mfg. Co. Why not put your money in stocks that pay dividends and have a regular market?

W. R. C., St. Louis: The Rock Island has defaulted on part of its interest payments which usually foreshadows a receivership. Failure to pay an assessment if levied would leave your stock without standing or value.

Z., New York: Because you can get 10,000 shares of the Uncle Sam Oil Co. for \$50 it may look cheap, but cheapness is not the only quality a proposition should have. Sometimes things are too cheap. I advise you to leave the proposition alone.

H., Tacoma: The Midwest Refining Co. and the Midwest Oil Co. are engaged in the legitimate business of refining and producing oil. The business is becoming more competitive. A better investment would be the best of the Standard Oil stocks, such as Standard Oil of California or S. O. of N. J.

A Subscriber, Illinois: If you can realize on your fire insurance stock, so as not to sustain a loss, it would be well to do so. I have advised my readers against putting their money into new insurance enterprises because of the decidedly competitive nature of the business and the lead the well-established companies have.

T., Manistique, Mich.: I do not advise the purchase of shares of newly organized life insurance companies or any of the companies which ask you to put your money into an enterprise and run the risks of success. If they succeed, somebody else shares the profits, but if they lose, the promoters will not share the losses.

B., Branford, Conn.: The purchaser of Missouri Pacific runs a chance of making a good profit in case the railroad situation improves or a loss in case the attacks on the railroads continue. The price at which it sells looks very low compared with former prices when it was a dividend-payer and discloses how greatly the railroads have suffered.

Larger Income, Detroit: American Chicle Com. has been paying 18 per cent. per annum. The Chicle Company is the so-called "chewing gum trust." The stock is selling from \$195 to \$200 a share. The preferred pays 6 per cent. and has been selling a little under par. The latter is well regarded as a business man's investment and the former as a profitable speculation.

P., Sheffield, Pa.: New York Central has always been regarded with favor by investors. Its earnings are not being maintained as well as they were, but if the railroads are granted fairer treatment, the New York Central should hold its place among the dividend payers. It would not be wise to sacrifice it at this time. Action on the dividend has been deferred until the consolidation of the Central and Lake Shore which is expected in January.

F., Elizabeth, N. J.: 1. United Profit Sharing stock has a par value of \$1. I do not believe it is worth fourteen times that, at which it has been selling. I think better of United Cigar Stores around 9. It pays regular dividends. 2. Stocks that promise a speculative advance include American Beet Sugar, Central Leather, Corn Products Pfd., United Gas Improvement of Phila., Seaboard Airline Pfd., Texas Co. and Brooklyn Rapid Transit. The safest purchases, of course, would be the strong dividend payers.

New York, December 17, 1914.

JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the stock exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

A list of first mortgage 6 per cent. loans from \$200 and upward, recommended by Perkins & Co., Lawrence, Kans., can be had by addressing the above firm.

The "Investor's Guide" and description of Partial-Payment Plan and Stock Market Letter can be had without charge by writing to L. R. Latrobe & Co., 111 Broadway, New York.

A free booklet with a list of 7 and 8 per cent. first mortgage loans, ranging from \$150 to \$10,000, can be had by writing to the Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla.

The December Issue of the "Green Book" with full information concerning Standard Oil stocks and other securities, prices, dividends, income, etc., can be had without charge by addressing Slattery & Co., investment securities, 40 Exchange Pl., New York.

Those who desire to try an investment or speculation in Wall Street on a small scale by buying only a few shares or a single share will be interested in the plan prepared by John Muir & Co., specialists in odd lots and members of the New York Stock Exchange with offices at 74 Broadway, New York. Write to this firm for their "Booklet 4" describing their "Partial Payment Plan."

The general demand for 6 per cent. first mortgage estate bonds has led some of the most prominent dealers in these securities to offer them in denominations as low as \$100. Real estate bonds of the highest quality have suffered less than any others during the recent depression. S. W. Straus & Co., Mortgage and Bond Bankers, Straus Bldg., Chicago, and 1 Wall St., New York, have made a specialty for many years of real estate mortgage securities. Write them for a free copy of the "Investors' Magazine" and "January Booklet No. 601 B."

The Value of Canals to the World

IN "Artificial Waterways of the World," Hon. A. Barton Hepburn, of New York, the widely-known publicist and financier, has produced an enlightening work on the subject of water routes of transportation. The book gives the salient facts regarding artificial waterways and shows their relation to commercial development. It is a brief, comprehensive account of the canal systems of both the Old and the New World. It also considers the relation of waterways and railroads and the conservation of our national resources. Much space is devoted to the history of the Erie Canal, which was in early days of immense benefit to the State of New York, and the nation as well, and which may yet when enlarged give a great impetus to business. The author finds in this canal—with its frequent glaring mismanagement and grafting scandals—a signal example of the working of public ownership of public utilities. Due recognition is also paid to the Suez, Panama and Kiel Canals. The author advocates a scientific and systematic method of improving rivers and harbors, and he concludes that the successful development and solution of the transportation problem in our country depends on co-ordination and co-operation of our railways and water routes. These two systems of transportation must supplement and complement each other. A well-prepared appendix contains statistics regarding the waterways of the United States, details of traffic and revenues, with facts as to competition between railways and canals. The volume is very interesting and valuable for reference. New York: The Macmillan Company. Price \$1.25 net.

Watching the Nation's Business

(Continued from page 618)

that it shall remain in force until peace is restored in Europe, that fact to be determined by a proclamation of the President. This is all the more necessary, because even with the return of peace it will be a long time in all probability before the belligerent nations will be able to restore their productive power and foreign commerce, and, even then, the process must be gradual."

Besides these items of financial difficulties, the Treasury Department has found its hands full with other features of the war. For it is the duty of the department to enforce the neutrality laws, although in cooperation with the State, Justice and Navy Departments. The Treasury Department also handled the relief fund appropriation by Congress for American refugees in Europe. So much for the new work of the Department.

One of the interesting tasks of the department is to keep track of all the money in the country. On this feature there are a lot of interesting dollar signs in Secretary McAdoo's report. For instance he said:

At the close of the fiscal year 1914 the general stock of money in the United States amounted to \$3,738,288,871, an increase of \$18,218,855, as compared with that of 12 months earlier. Gold took on a growth of \$19,894,956, the silver coins advanced in volume by \$7,030,006, while the national bank notes decreased \$8,486,007 and Treasury notes to the amount of \$221,000 were canceled and retired. The money in circulation increased in volume by \$38,270,978 and amounted to \$3,402,015,427 on June 30, 1914. The circulation per capita was \$34.35 and the share of gold to whole circulation was 48.14 per cent.

During the fiscal year 1914 national bank notes amounting to \$706,756,602 were presented for redemption. This sum was 93.54 per cent. of the average circulation outstanding, and was \$30,867,602 more than was received during the previous year, and was also the largest amount presented in a single year since the organization of the National Bank Redemption Agency in 1874. Of the total received, 46.20 per cent. was sent by banks in New York City.

The notes and certificates of United States paper currency issued during the fiscal year, number 298,780,482 pieces of the total value of \$1,075,308,000. The redemptions were 299,607,371 pieces of the total value of \$1,073,981,300. The pieces outstanding number 353,635,035 of the total value of \$1,921,944,885.

In this connection Secretary McAdoo makes the interesting recommendation that the department be given authority to issue five-dollar gold certificates. In the past the lowest denomination has been \$10.

In line with the altered attitude of the

administration towards "big business" there is going on an even more interesting reversal of our policy towards American investments in Latin-America. When the Mexican trouble threatened destruction to American interests in that Republic, and American investors there pleaded for the protection of the American flag, they were told that they should have stayed at home. The administration announced that it could not safeguard them. It told them that they had not asked Uncle Sam before they went into Mexico and there was no reason that good American money from American taxpayers should be spent to protect American interests outside of the United States.

"You went down there as speculators," was the substance of the administration statement, announced again and again by the highest officials of the government. "You invested your money, your time, and your energy at your own risk. You were not satisfied with the opportunities this side of the Rio Grande. The American flag cannot be asked to follow you or to protect you in such adventure. If you lose it is your own loss. The United States government has nothing to do with matters of that kind. You should not ask us to spend the money of American taxpayers to protect you there."

The administration forgot that, under the income tax law, an American citizen in Mexico must pay a tax to the United States government on the income from his Mexican properties even though not a cent of it ever comes into the United States. There is no reason that an American citizen should not pay taxes to Uncle Sam no matter where he is. But if he must pay such a tax, he certainly is entitled in return to receive the real protection of the American government—entirely apart from the pride which the United States should feel in making the fact of American citizenship an invulnerable armor against the world. With the vigorous interest that the administration now is taking towards encouraging American investments in Latin-America, there is every reason to believe that this policy of abandoning American interests outside of the United States is being discarded.

The English as an American Woman Sees Them

(Continued from page 614)

true, that all the calamities of the war are directly the result of the spies, and all the mistakes the result of French bad generalship, appals me. That the British navy's leader bombastically announced that if the German fleet did not come out to fight, it would be dug out like rats from their holes is a blunder so wanting in diplomacy that I cannot echo the comment of the vicar of my village: "How splendid of Winston!" But with the most sincere admiration I watch the English sacrificing their fortunes and their sons, with tears that no one sees, with uncomplaining tears; and I know that once they begin to sacrifice, there is no limit to their power of sacrifice.

The English I have met gasp openly in honest horror at our corruption in politics, at our corruption among the police, at us as a nation that must always scramble to make sure that we are not being cheated. England would not scramble. England would think it disloyal, in a war, since the government has told it that it was disloyal, to insist on the truth, all the truth and nothing but the truth. If the Admiralty says something is so, who can doubt the Admiralty until that august body chooses to change its mind? If the war press-bureau gives as the only news of the one-hundred-and-fifth day of the war the gift of half-a-dozen long-haired goats by the chief of a small African province, the press-bureau "knows what it is about." I would not give the impression that the English are not splendid people. My opinion is, rather, that they are too splendid.

But if Americans are always criticizing their own government and governors, I have come to wonder if it is not because they love their country with the over-anxious love of a mother for a naughty boy—and I am not splendid enough to want to be a citizen of a country whose censorship I must be too patriotic to criticize!

What to Teach Our Children

By JOHN P. HOVLAND, President National Cloak Manufacturers' Association

INSTEAD of picturing to the young minds the windmills of Holland, why not allow them to become acquainted with the importance of the smokestacks of the

American industries, of our waterways and Great Lakes? Instead of enlarging on the beauties of the Rhine, why not have books teaching them more about the cornfields of the West and the cotton fields of the South, the electric power generated by the Father of Waters, and the wonderful Niagara? Why not make them better acquainted with our own Yellowstone Park, our Yosemite Valley, the Rockies and Adirondacks? Why not teach them more concerning American poets and American men of letters? Why not teach them from childhood that the goods most to be desired are those labeled "Made in America"?

The Season's Plays in New York

Astorian Hall	Miracle Man	Symphony and concert music
Astor	Phantom Rival	The unique play of the season
Belasco	Experience	Leo Dittichstein and Laura Hope Crews in a brilliant performance
Booth	On Trial	Delightful morality play. Successful melodrama.
Candler	The Land of the Head Hunters	Symphony and concert. Unique and spectacular Indian romance in motion pictures.
Carnegie Hall	It Pays to Advertise	A roaring farce.
Casino	At the Barn	Marie Tempest in a London success.
Cohan's	Under Cover	Good melodrama.
Comedy	Innocent	Pauline Frederick in a sordid tragedy.
Cort	Driven	Notable company in another London success.
Empire	Twin Beds	Funny.
Fulton	Daddy Long-Legs	Comedy of sweetness and sentiment.
Gaiety	Chin-Chin	Montgomery and Stone in a splendid musical comedy.
Globe	High-Class Motion Pictures	Magnificent spectacle.
Harris	Wars of the World	Revival of much-talked-about sex problem play.
Hippodrome	Damaged Goods	Hazel Dawn in a filmy opera.
Hudson	The Debutante	Society farce.
Kneickerbocker	A Pair of Silk Stockings	Absurd melodrama.
Little	So Much for So Much	With Elsie Ferguson. Admirable mixture of farce, comedy and music.
Longacre	Outcast	Stupendous melodrama.
Lyceum	The Only Girl	William Faversham and Gabrielle Dorziat in a strong drama.
Manhattan	Life	Ragtime musical comedy.
Opera House	The Hawk	Christal Herne in a Mormon drama.
Maxine Elliott's	Watch Your Step	Excellent comedy.
New Amsterdam	High-Class Motion Pictures	New bill weekly.
New York Playhouse	One Act Plays	Good crook play.
Princess	Excellent Vaudeville	Musical comedy hit.
Proctor's	Kick In	First-Class Motion Pictures.
Republ. Shubert	First-Class Motion Pictures	Tuneful operetta.
39th Street	The Lilac Domino	Thrilling melodrama.
44th Street	The Law of the Land	Mrs. Patrick Campbell in a clever English farce.
Wallack's	Pygmalion	
Winter Garden	Dancing Around	Spley vaudeville.

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By T. V. Kelly

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HERE'S HOW!

HERE'S HOW
By James Montgomery Flagg

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By James Montgomery Flagg

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THE FIRST NATIONAL BANK

By James Montgomery Flagg

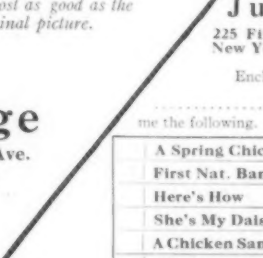
A great inspiration by one of the greatest illustrators in the world.



FOR SHE'S MY DAISY

By W. D. Goldbeck

A wonderfully beautiful piece of color work, almost as good as the original picture.



Judge

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Enclosed find me the following.

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Address.....

Place an X before your selection.

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☐ First Nat. Bank

☐ Here's How

☐ She's My Daisy

☐ A Chicken Sandwich

☐ All of the above

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TRAIN WRECK NEARLY CRUSHES HOUSE

A peculiar railroad wreck at Warren, Pa., barely missed destroying a dwelling and its occupants. Two freight trains on the Philadelphia and Erie division of the Pennsylvania railroad crashed into each other in a fog and one of them was derailed. Its engineer was killed and many cars rolled down an embankment, two stopping just in time to avoid crushing the dwelling.



VILLA'S ARMY IN MEXICO CITY

This photograph shows the headquarters car of General Villa's army as it reached Mexico City a few weeks ago. The army is organized, at least to the extent that it has a pay car, which is shown in the picture. At last reports Villa and Zapata, the other bandit chief of Mexico, were working in harmony to drive Carranza out of the country. Carranza entered Vera Cruz when the American troops left it on November 23d and has since made it his capital. He has caused advertisements to be inserted in American newspapers to the effect that any debts or obligations incurred by his enemies on account of the Mexican government will be repudiated by him.



ATLANTIC SEABOARD STORM-SWEPT

December 6th and 7th a storm of unusual violence swept the Atlantic coast, doing damage to the amount of hundreds of thousands of dollars, and causing seven fatalities. Rehoboth, Del., a seaside resort, was almost wholly destroyed, and the storm devastated the coast as far north as Point Judith, R. I. The illustration is of waves dashing over the wreckage at Sea Gate, near Coney Island. Hundreds of cottages were destroyed along the Jersey coast.



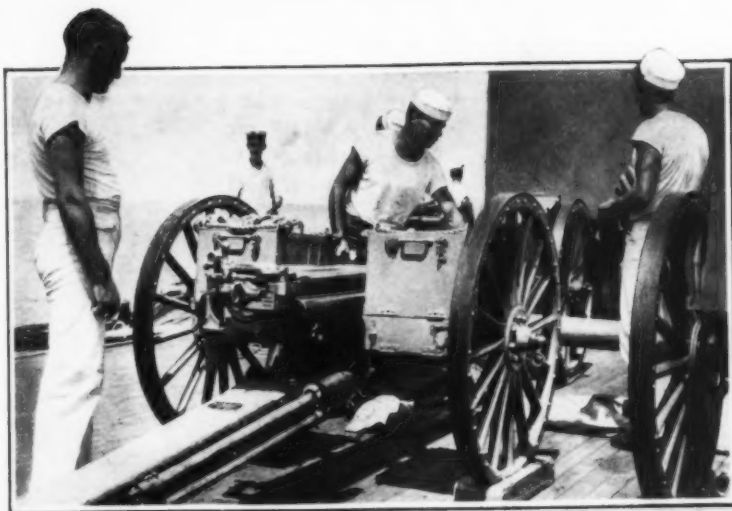
A NEW YORK TOWN'S PRACTICAL CHRISTMAS CELEBRATION

Watertown, N. Y., remembered the poor collectively this year. The photograph shows some of the 3,000 school children who marched in procession to the Community Service Bureau with contributions to a Christmas collection that was later distributed to the needy through the various charitable organizations. The High School band led the parade. The gifts were principally of a practical nature. Only a few weeks ago Watertown made up a large contribution for the Belgian war victims.

WAR'S EFFECT ON THE SOUTH

A photograph taken at Montgomery, Ala., December 5th, showing cotton bales piled in the streets, because the warehouses were already filled to their capacity. The war stopped the export of cotton for several months, and the closing of the cotton exchanges made buying for speculative purposes almost impossible. Consequently the South found its principal crop unmarketable. Conditions have been improved by the reopening of the exchanges and the resumption of export shipments in a limited way. The markets are still congested, however, and prices are low.

In answering advertisements please mention "Leslie's Weekly"



GETTING READY TO LAND

Firing squad of a gun crew of a small calibre field piece inspecting gun before landing. Each field gun has its regularly designated crew of twenty-four men. Each man of the firing squad of four has a specific duty in the discharge of the gun. No. 4 hands the ammunition to No. 3, who in turn hands it to No. 2; he in turn loads the gun and closes the breech; No. 1 does the firing. In landing the remainder of the crew perform various duties such as hauling the gun, and passing the ammunition when in action.



CRACK MARKSMEN OF THE WORLD

The excellence of the training and the infinite attention paid to the details of firing, during rifle practice, has made the reputation of our naval marksmen the envy of the world. Sailors of the battleship *New Hampshire* are here seen at yearly small arm target practice. Efficiency in marksmanship is rewarded by various trophies, such as medals, pins and sometimes by purses, arranged by the officers according to regulations issued by the Navy Department.



A RANGE-FINDER

One of the most important and difficult posts on a man-of-war is that of the range-finder. Usually there are several on each ship. As soon as the mark is sighted and the range automatically indicated it is telephoned (note receiver on finder's head) to the bridge. Here accurate and lightning-like calculations are made, the average of all the range-finders on board is ascertained, and the gunners throughout the ship are instructed to fire according to bridge calculations.



THE ORDEAL OF INSPECTION

Rigid rules are laid down for the packing of kits and the care of arms. Wearing apparel and blankets must be folded exactly according to instructions and each small article has its appointed place in the kit. A demerit is given for any infraction of the regulations and the punishment for carelessness is a curtailment of shore privileges—the greatest boon of the sailor. Some idea of the size and cost of maintaining the United States Navy can be gathered from the following facts: It is third in rank among the

navies of the great powers, having 317 vessels of various types and 48 new ships now under construction. There are about 67,000 men and officers on the navy roll, including the marine corps, but 18,000 additional men are needed to make our navy effective in war. The cost of maintaining our navy, not including repairs to ships and equipment, is nearly fifty million dollars a year, while the cost of rations for the men is between six and seven millions.



QUEEN OF SHEBA'S VISIT TO KING SOLOMON

THE Queen of Sheba's visit to King Solomon is one of the most famous incidents in the history of the ancient world. The oriental magnificence of that occasion has never since been equalled. The beautiful illustration shown herewith from Ridpath's History is but one of the two thousand in the complete work, and illustrates but one event out of all the thousands that make up the history of every nation, kingdom and country, ancient and modern, all accurately and entertainingly told in the world-famed publication,

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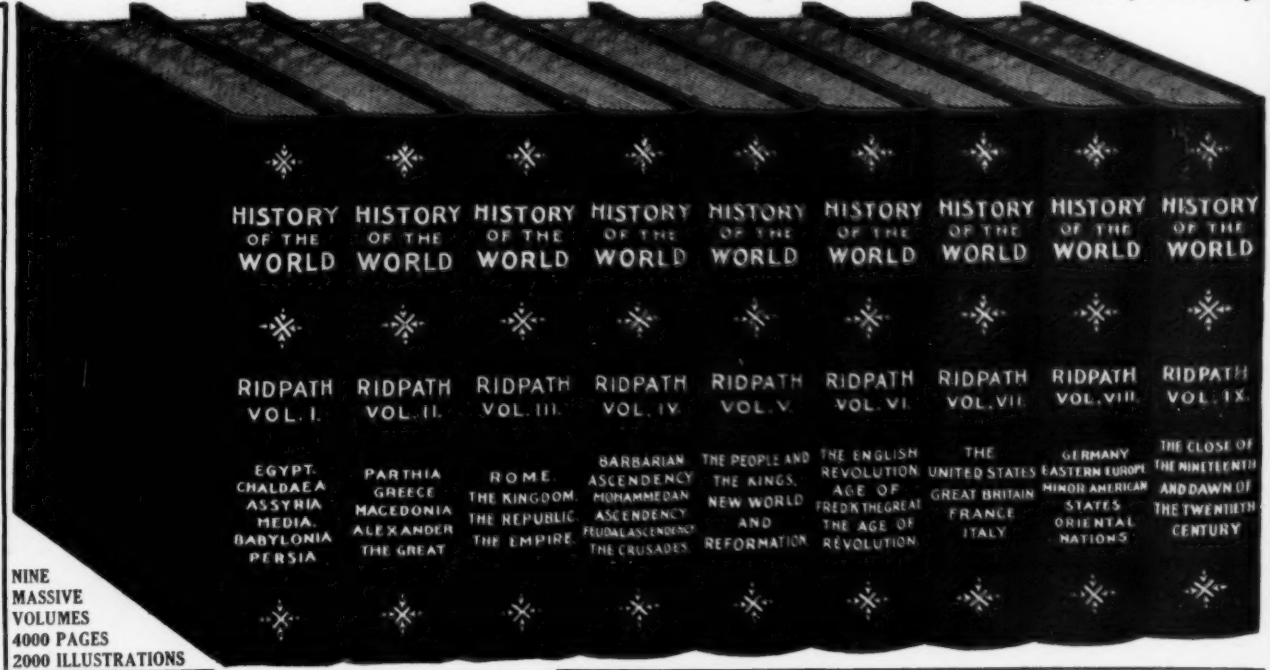
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